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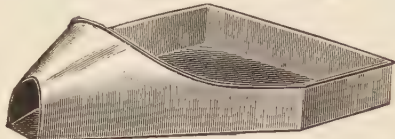
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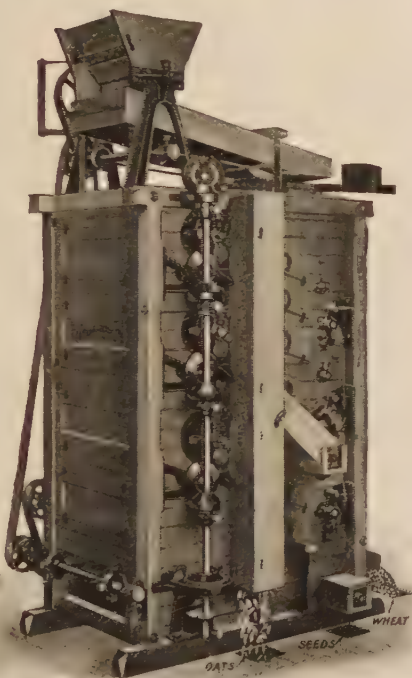
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The Richardson is
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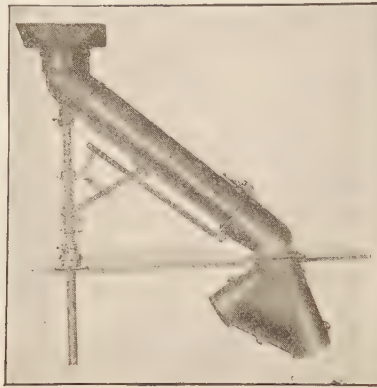
FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL,

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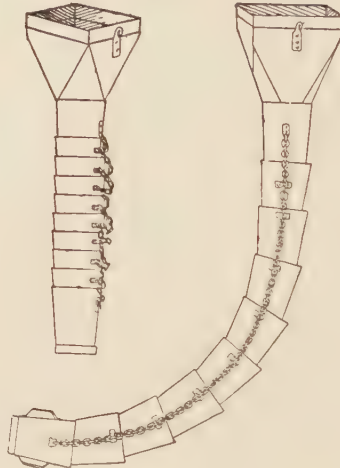
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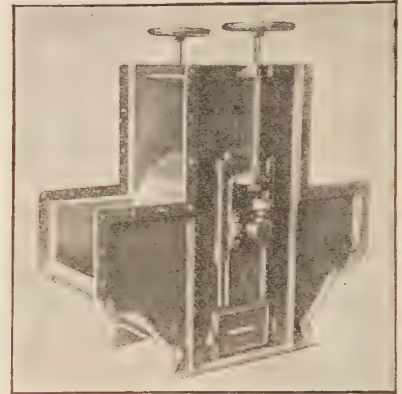
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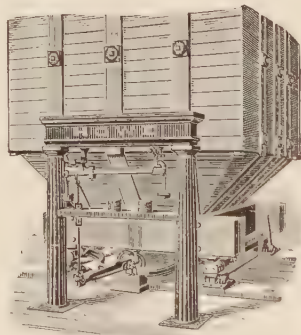


Improved Non-Chokable Elevator Boot

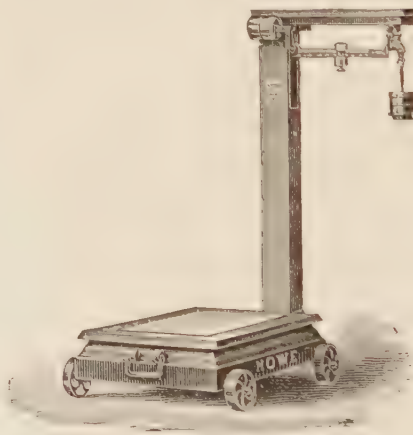
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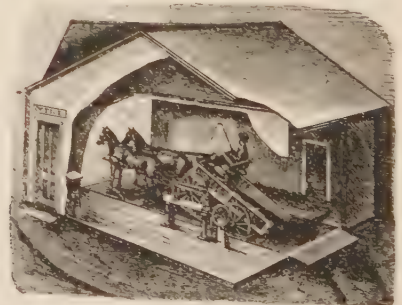


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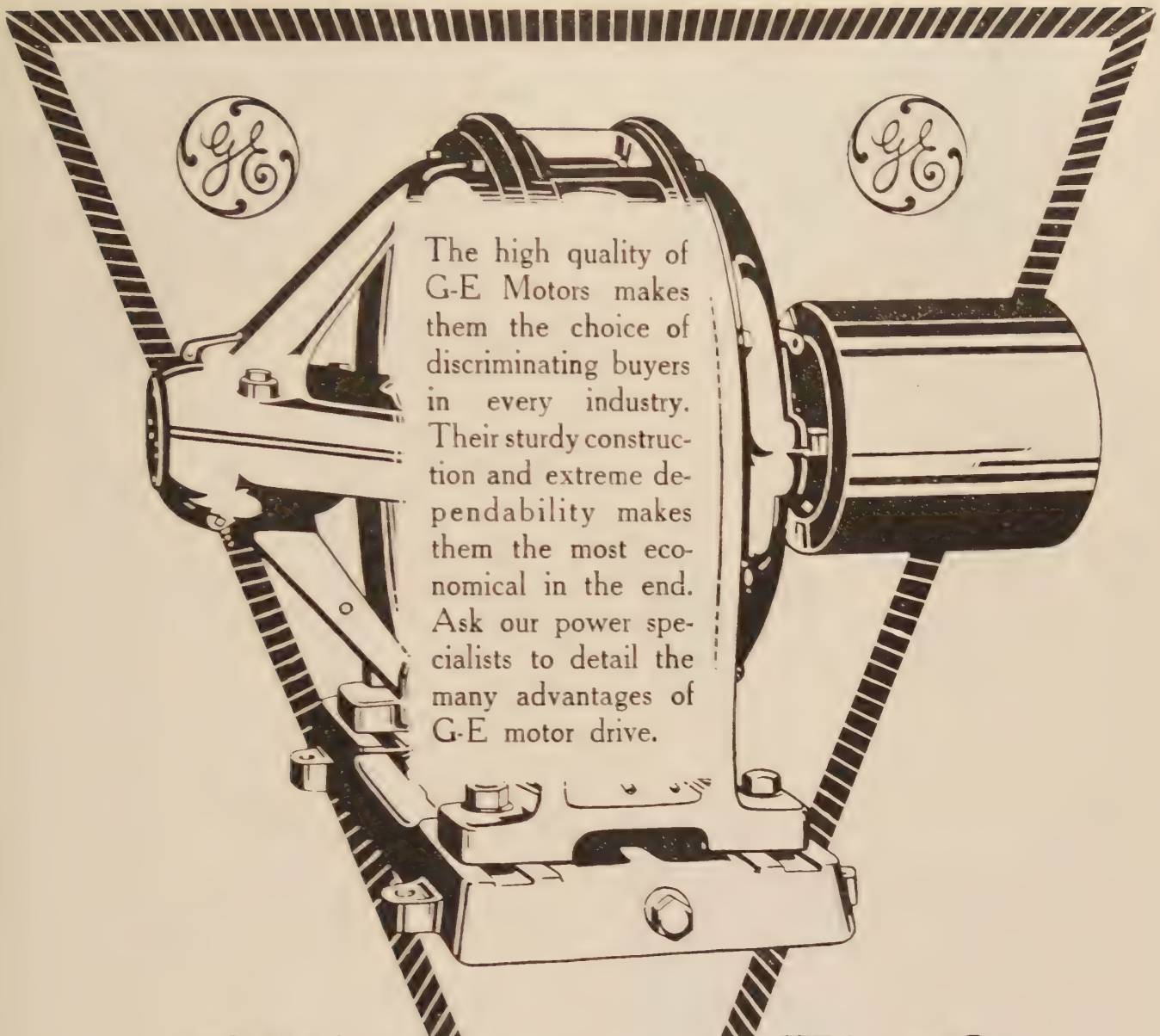
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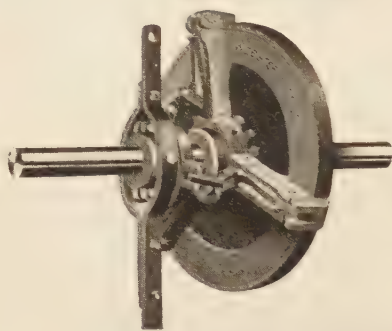
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High Power in Small Space
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Also made as drivers for

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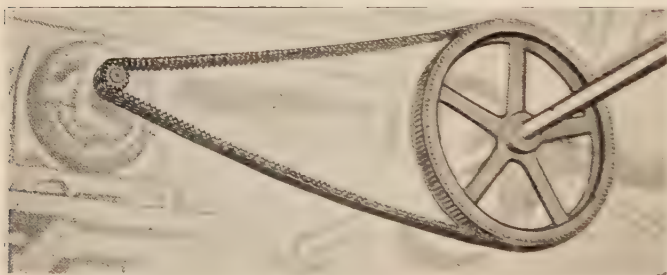


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The most modern method for obtaining the full use of your electric current through your motors to your machinery.

Cut steel pinions, cast iron cut sprockets and the best made Silent Chain make **AMERICAN HIGH SPEED SILENT CHAIN DRIVES** the ultimate solution and afford the final overcoming of your power transmission problems.

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Grain Dealers Journal

305 South La Salle St.

CHICAGO, ILL.

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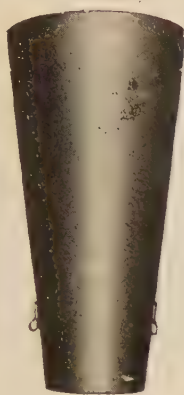
for your elevator, is equipment that can be relied upon at all times to give you the best service, or in other words, service that is required to operate your elevator at the lowest possible cost and at the highest point of efficiency. The efficient conduct of your business depends almost entirely on the machinery installed in your elevator. In view of this it would be folly to install machinery of an inferior make or unknown quality.

Ours is one of the largest grain elevator supply houses in the middle-west. We have been in business for a number of years and our customers include the most prominent grain firms in this section.

No matter what you may need for your elevator get in touch with us before placing your order. We can make prompt shipment on anything you may require.

Steel Spouting, Steel Boot Tanks
Steel Loading Spouts
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Swing and Hanging Tensions
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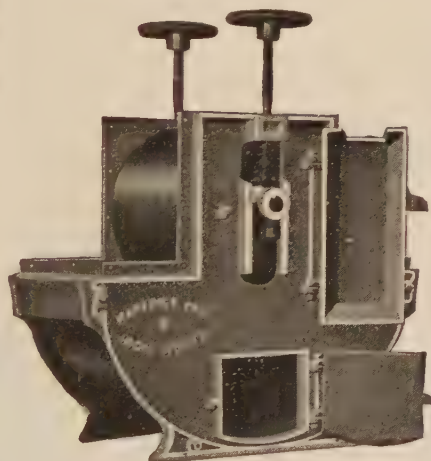
Write us for catalog and complete information regarding the best in elevator equipment.



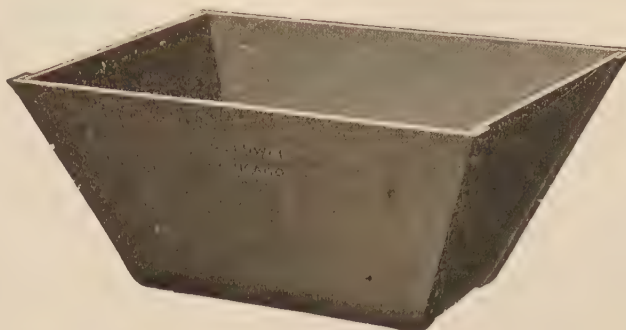
Steel Spouting



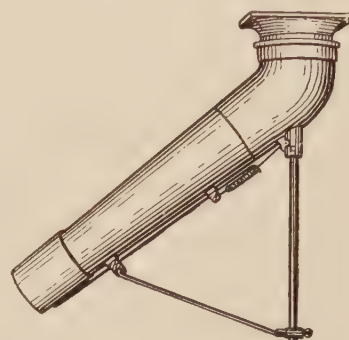
Steel Loading Spouts



Elevator Boots



Steel Boot Tanks



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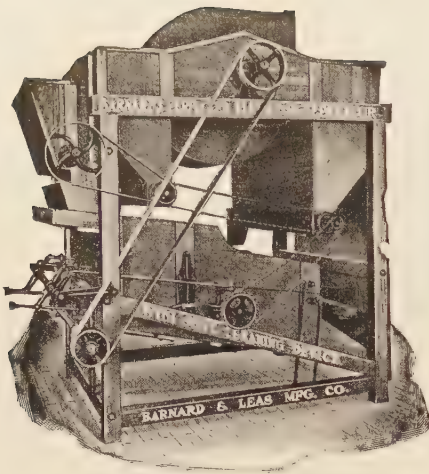


Swing and Hanging Tensions

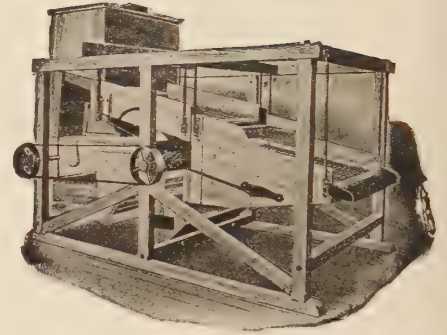
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Everything for Grain Elevators and Feed Mills



Perfected Separator



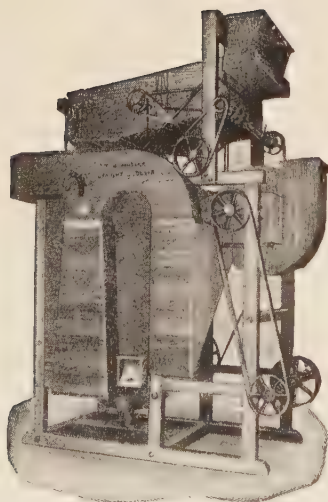
Corn Cleaner

For over 50 years we have been building this class of machinery and our line is known wherever grain is grown.

We made the first successful wheat separator, the first sieve corn cleaner, the first ball bearing feed mill, and in fact, have always been first to introduce anything of value.

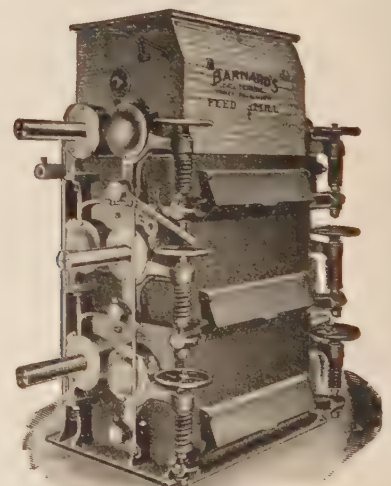
Our line includes Separators, Scourers and Oat Clippers of all kinds, a full line of Feed Mills and Corn Shellers and Cleaners, Packers, Grain Dryers, Dust Collectors and Power Connections and Supplies of all kinds.

Send for latest catalogue



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BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Ball Bearing Feed Mill

Monitor

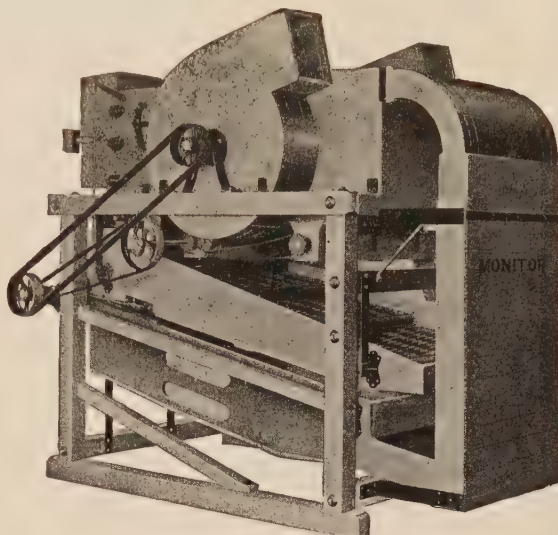
—Two-In-One Cleaner—

The *original*—the first "Combined" Corn and Grain Cleaner. Endorsed by hundreds of prominent grain dealers. The original features that made this machine so popular with experienced dealers are *exclusive* "Monitor" improvements. See list of beneficial features of this advantageous type of Cleaner—you will understand why so many are in use.

**30 seconds to change
from corn to wheat**

From corn to wheat or oats, 30-second changes by simply shifting distributor gate that puts the stream to either of the two independent sets of screens. Always two kinds of cleaning without a change of sieves. No belts to shift, no machine to stop, no waits or delays. This is the *most* Cleaner for the least floor space, power, care and upkeep. In simplicity, dependability, cleaning efficiency, durability, and general satisfactory cleaning performance this *original* "Monitor" Two-In-One outcompares anything in quick service cleaning. See our catalog.

HUNTLEY MFG. CO., Silver Creek, N. Y.

**Duplicating Grain Contracts**

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold — Bushels of — at — cents per bushel, to grade No. —, to be delivered at — on or before —." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted."

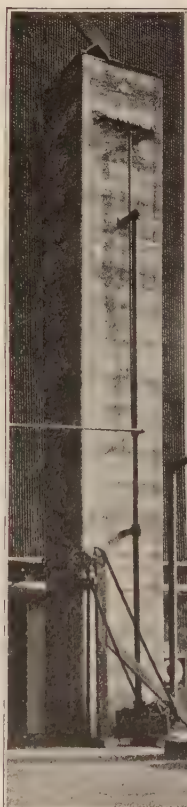
Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.00.

Send all orders to

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315 South La Salle St.

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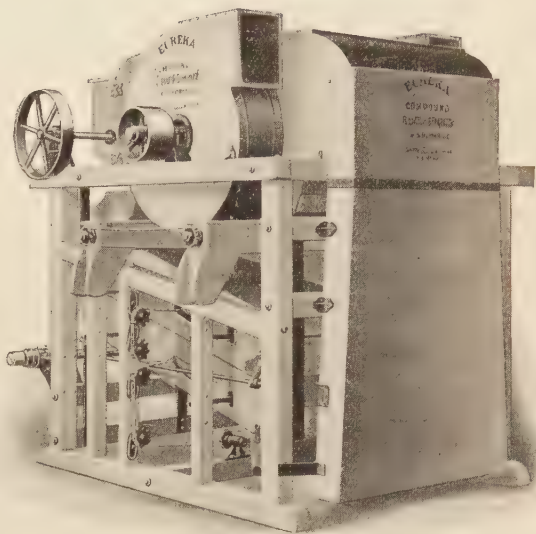
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Before closing a deal write us for full particulars.

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Never before have there been specified such complete and costly machines for any elevator North, South, East or West. Never before was such painstaking care observed in selecting the equipment. Each separator will have ball-bearings, automatic sieve cleaners for both the main and seed screens, and automatic disc oiling eccentrics. Each scourer will have a compound self-balancing shoe, die cast scouring case, patent automatic scouring regulator and ball-bearings.



Eurekas
of course !!



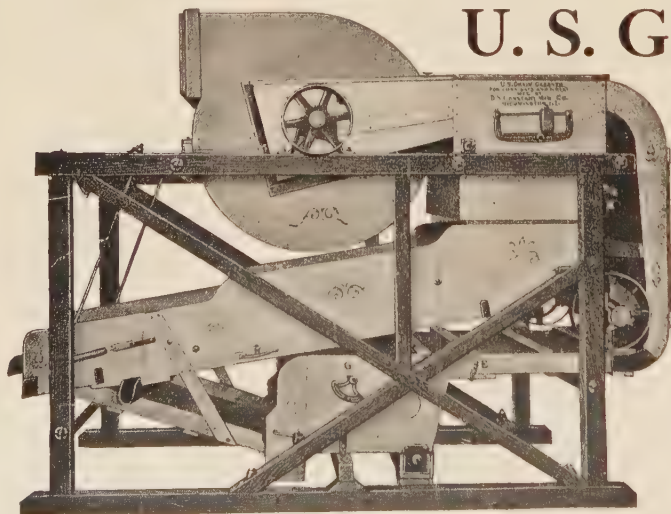
THE S. HOWES COMPANY
SILVER CREEK, NEW YORK

A WORD ABOUT GRAIN CLEANERS

Any device cleaning grain is a grain cleaner—but a machine which will clean small grain *clean* just as satisfactorily as it will separate corn from the cob is a necessary investment which every elevator owner will eventually make.

Bankers should know of profitable investments for your money. Elevator builders know the best investment you can make in your elevator so as to make money. They like to install the

U. S. GRAIN CLEANER



You insist that they do.

The simplicity in design, construction and operation points out the striking advantages and superiority of this cleaner over all others.

"Constant use of a Constant Cleaner leads to Constant satisfaction."

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K. C. MILL & ELEVATOR SUPPLY CO.

Kansas City, Mo.

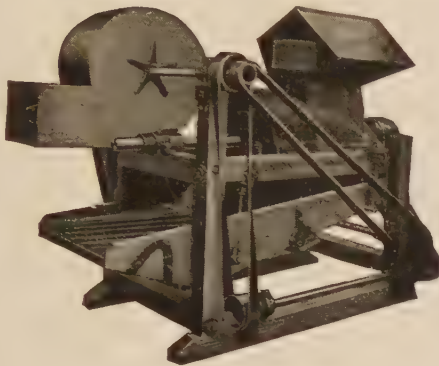
Everything For Your Elevator



"Western" Regular Warehouse Sheller

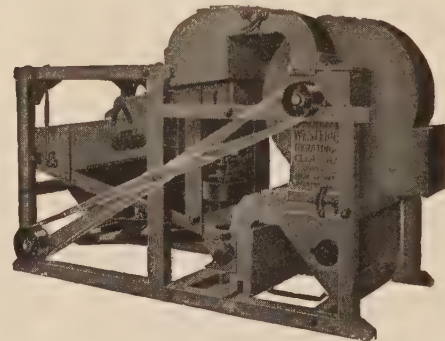


"Western" Pitless Sheller



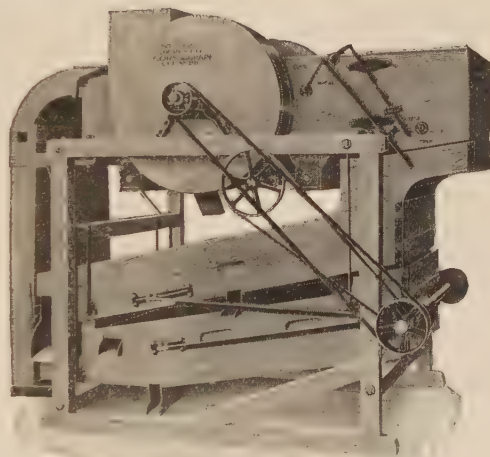
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The WESTERN Line



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Shafting
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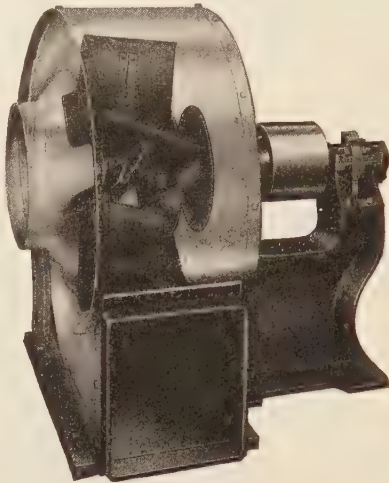
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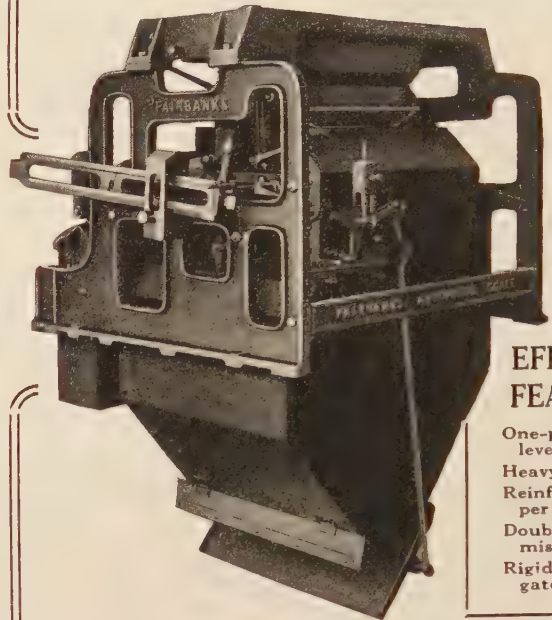
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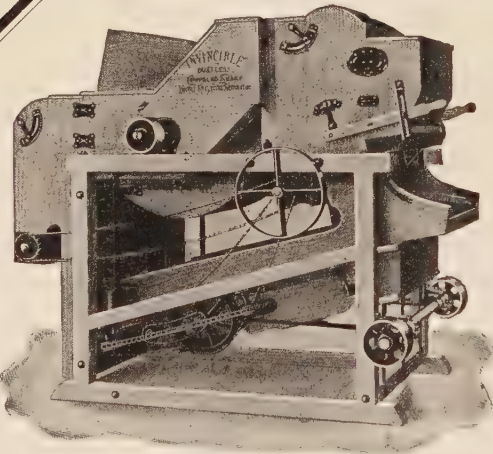
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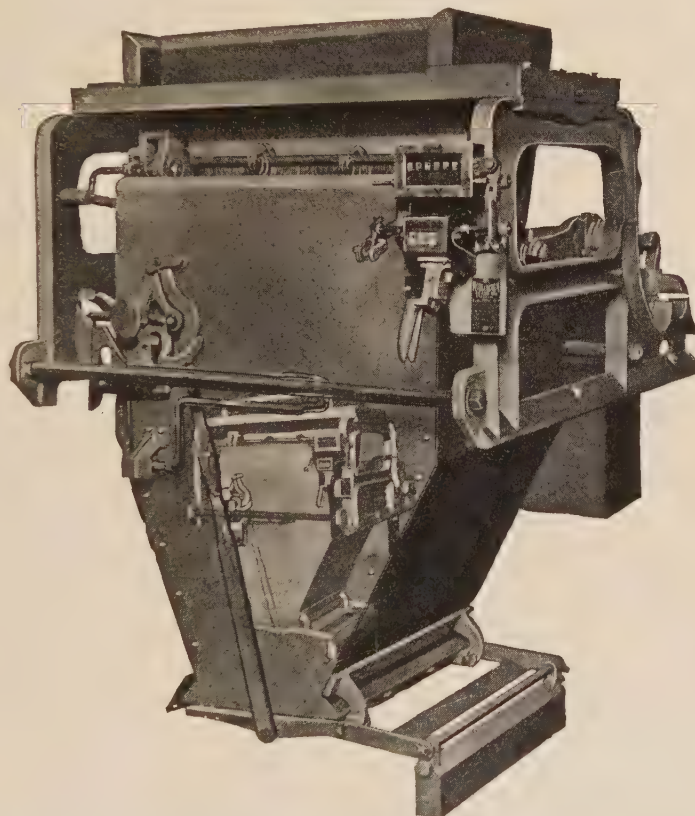
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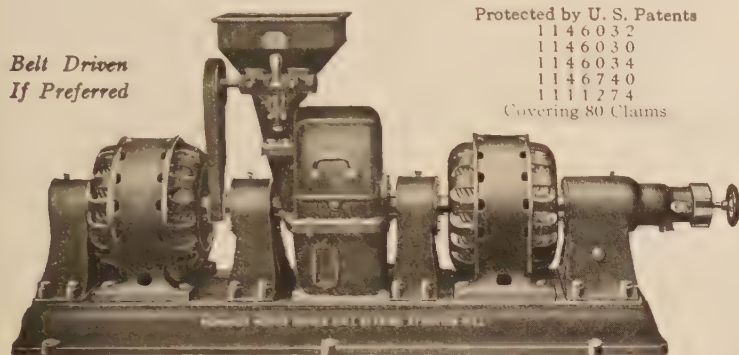
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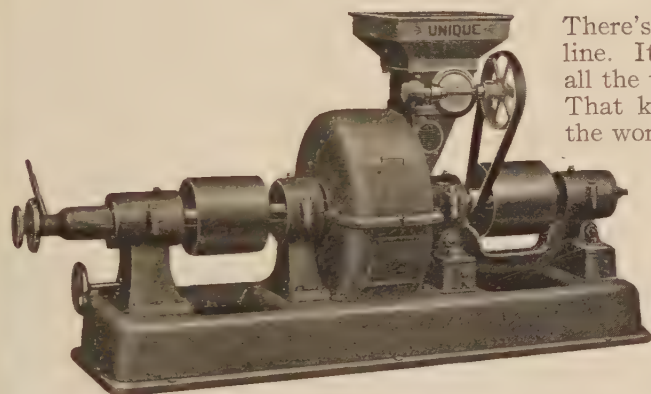
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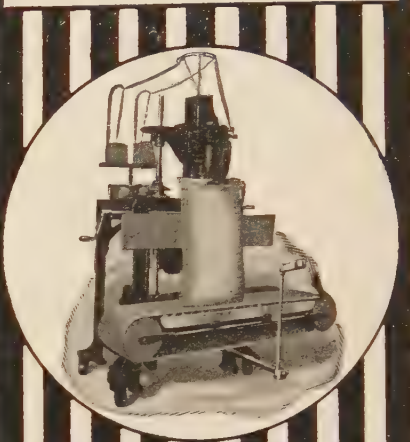
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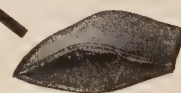
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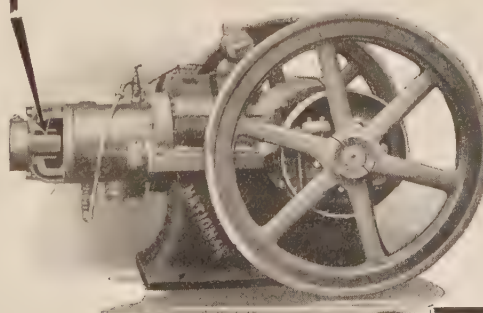


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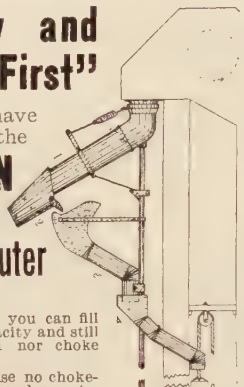
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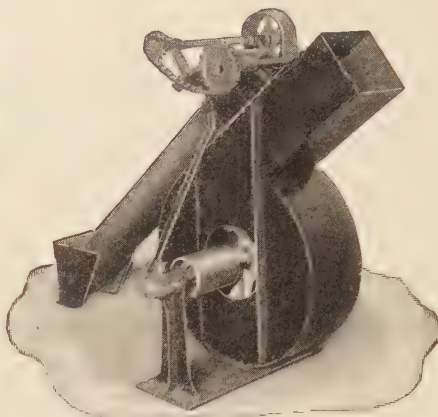
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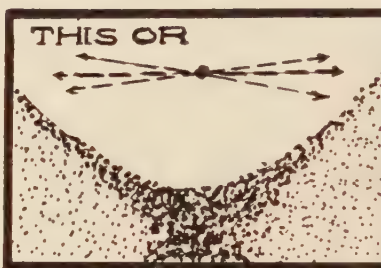
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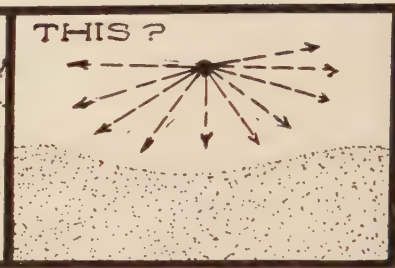
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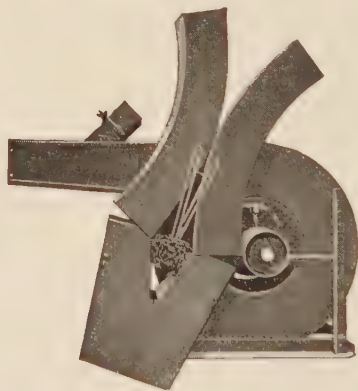
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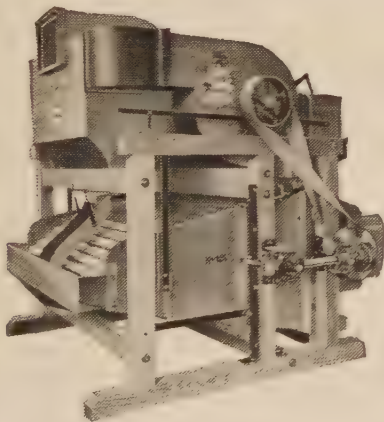
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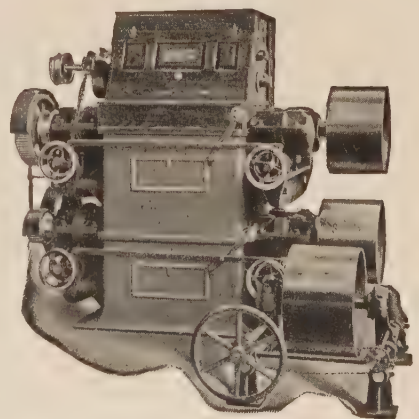
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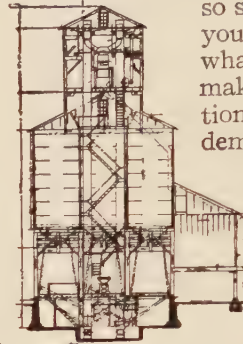
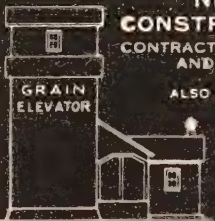
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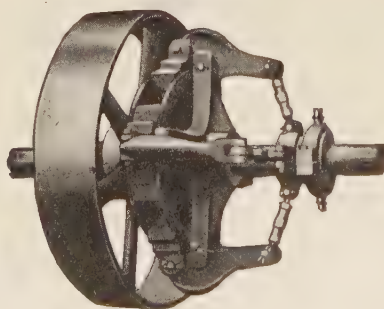
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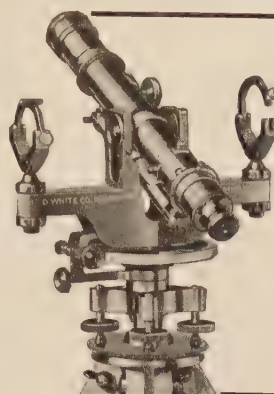
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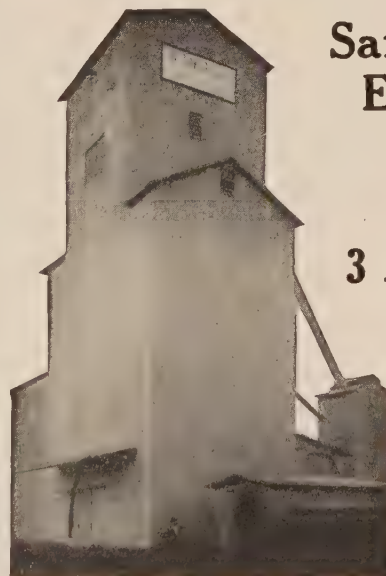
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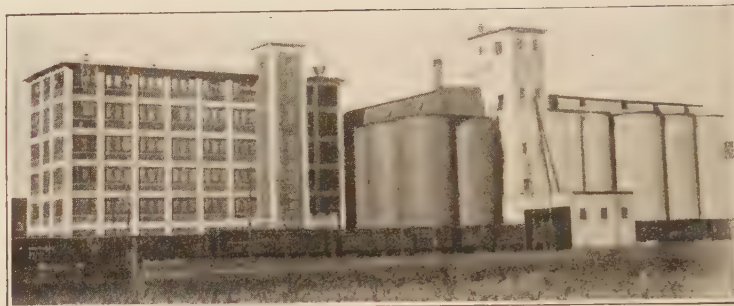
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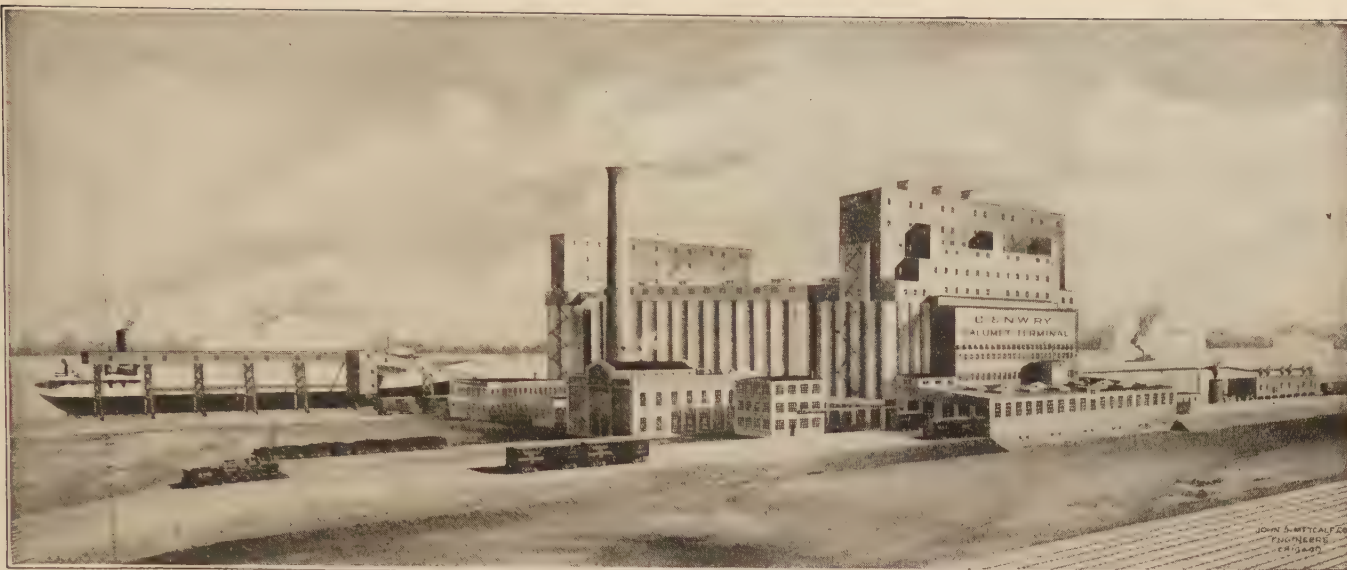
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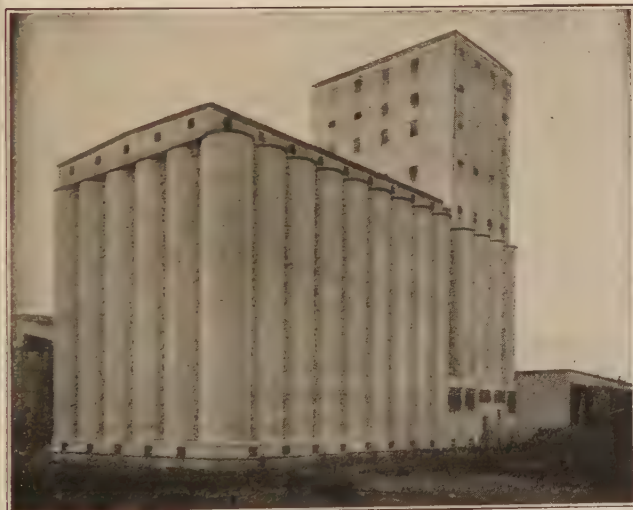
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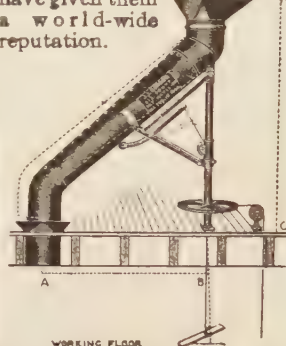


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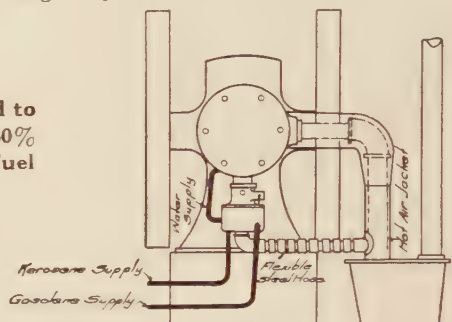
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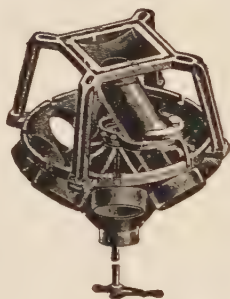
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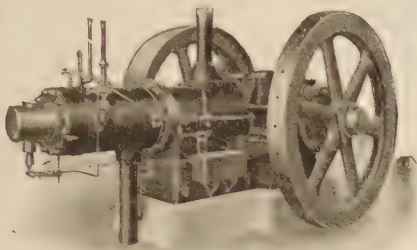
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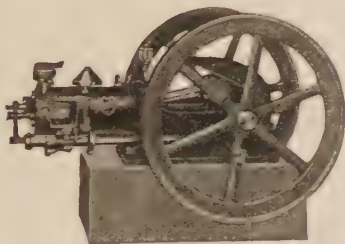
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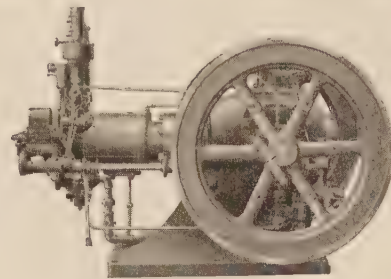
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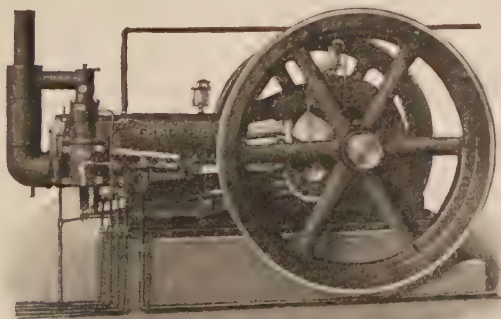
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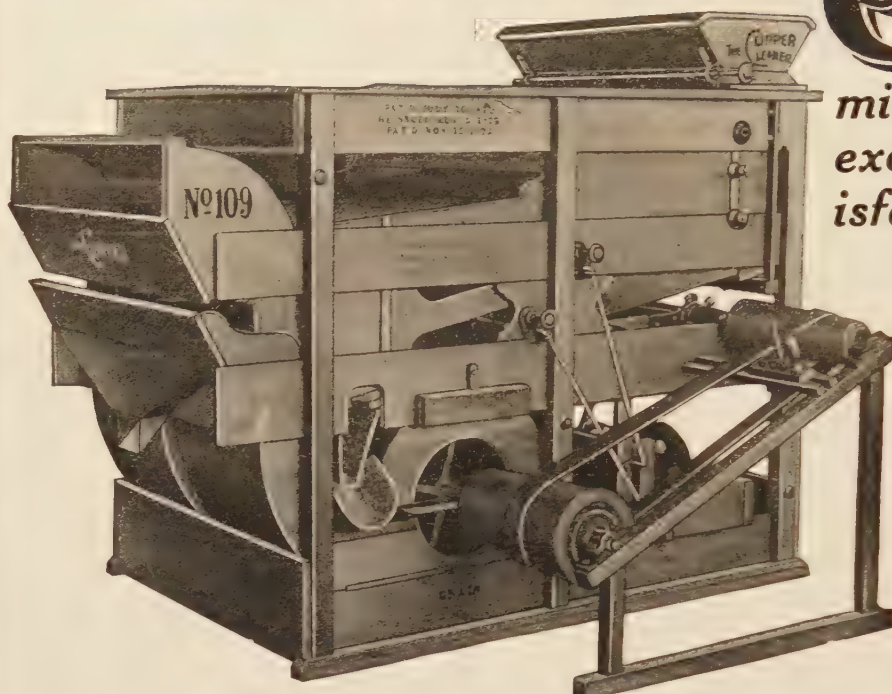
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IF YOU WANT TO SELL YOUR GRAIN Business Quick and at a high price, let me sell it or tell you how. Address Sam, Box 10, Grain Dealers Journal, Chicago.

CENTRAL NORTH DAKOTA land to trade for Ill. Elevator doing good business at a profit. Address King, Box 10, Grain Dealers Journal, Chicago.

WILL TRADE 160 Acres of fine unimproved land in Roseau County, Minnesota for elevator in Central or Northern Illinois. Address Board, Box 10, Grain Dealers Journal, Chicago.

WANTED TO BUY Grain. Lumber & Coal business in Iowa. Must be a good business, and bear close inspection; will not pay two prices. Do not answer unless you mean business. Address Home, Box 10, Grain Dealers Journal, Chicago.

FOR EXCHANGE 320 acre good hardwood timber land one-half mile from town on state road ten miles from Bemidji, Minn. Cash value \$20 per acre. Want elevator, any good location Minnesota, N. D. or Mont. Must show good business previous year; no junk or inflated values considered. Will ad cash on right kind of deal. Sigfred Anderson, Maple Plain, Minn.

WANTED—Five or six country elevators, located in Kansas on any railroad west of a line drawn north and south through Wichita and south of the central branch of the Missouri-Pacific. In first letter, give capacity of elevator, kind of construction, size of engine; give all kinds of machinery, the names of competitors, number of bushels purchased in 1914 and 1915 separately, and state the net cash price. Address Lock Box 1123, Wichita, Kans.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" Columns of the Journal.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

LIST YOUR elevators or other business with me. Have a large number of buyers, and can find just what you want for you. Write today. W. C. Chancellor, 117 E. Markland Ave., Kokomo, Ind.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

IF YOU wish to buy or sell an elevator, write, wire or phone me. Always have a nice assortment to select from at prices ranging from \$3,500 to \$25,000. James M. Maguire, Campus, Ill.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

LIST your Elevators and Real Estate with me. I have a number of Buyers and can fit you out with what you want. Wire or write.

N. C. SINNOTT, Ft. Dodge, Iowa

BUSINESS OPPORTUNITIES.

SOUTHEAST NEBRASKA elevator and coal business for sale, live town. Also brokerage business. For particulars write R., Box 9, Grain Dealers Journal, Chicago.

WILL SELL first class corn mill and elevator, doing an excellent business. Good location; no local opposition. Address Box 201, Portageville, Mo.

FOR SALE.

Saline County, Missouri, 250 bbl. flour mill with steel tanks and elevator capacity 60,000 bu. in operation. Best location in Central Missouri on C. & A. and Mo. Pac. R. R. Address Box 535, Marshall, Mo.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

MR. GRAIN DEALER.

Do you want to increase your profits? You can do so by selling King Lightning Rods during your spare time. Write us for agency proposition. It's a winner.

GEO. M. KING CO.,
609 E. Walnut St., Des Moines, Ia.

FOR SALE.

Alfalfa and Feed Mill—all or part of Capital stock of \$40,000.00 in mill—thoroughly equipped with modern machinery; two railroad tracks; in heart of Alfalfa and Grain section; reason for selling is lack of working capital. Address P. O. Box 964, Phoenix, Arizona.

FOR SALE 175 bbl. mill, 40,000 bu. elvtr. in the best wheat belt in Kansas. All steel lined, brick boiler and engine room, 200 h.p. Corliss Engine; 150 Atlas Boiler plant; track scale. On private land and switch with 2 railroads. This is in running order, as good as new, and will sell for \$6,000 cash, balance time. For further particulars address King, Box 9, Grain Dealers Journal, Chicago.

FOR SALE—Northwestern Ohio plant, consisting of

- 20,000 bu. Elevator,
- 100 bbl. Flour Mill,
- 125 bbl. Buckwheat Plant,
- 125 bbl. Meal Plant,
- 60 ton Cracked Corn Plant,
- 22 in. Feed Mill.

Located 20 miles west of Toledo, on New York Central main line. Electric car service hourly. Excellent grain territory. Plant electrically operated; cheap electric power. Continuous Ellis Dryer. Feed storage on siding. All equipment necessary for Straight and Split cars of bulk and sack grain and feed. Wholesale grocer takes largest portion of Buckwheat Flour output. Plant in daily operation. Offered at quick sale price.

THE PILLIOD MILLING CO.,
Swanton, Ohio.

MILLS FOR RENT.

FOR RENT a modern mill located in Covington, Ky. Capacity 175 bbl. daily and 25 tons corn meal. Power, gas engine. Rate of gas 30c per thous. Excellent shipping facilities. If interested address us and terms will be mentioned upon inquiry Nordmeyer & Berding, Covington, Ky.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

HELP WANTED

EXPERIENCED Miller for chopping and blending outfit, also to help on the floor. New plant. Address The Letherman-Gehman Co., Canton, Ohio.

WANTED—An experienced grain buyer. None other need apply. Will pay good wages. Send references to the SPRINGFIELD MILLING CO., Springfield, Minn.

MANAGER WANTED for Farmers Cooperative Elevator. Good judge of grain; good seller; keep books; handle gas engine and elvtr. Write J. F. Hardy, Sec. Brenham Merc. Co., Haviland, Kans., Route 2.

THERE ARE TWO SURE WAYS TO FIND employment. The first is to answer advertisements that appear in this column. If that should fail to bring the desired results, insert a small ad in the Situations Wanted columns.

WANTED—For points in North Dakota and Montana, five first class country elevator grain buyers. Must be experienced; hustlers; know grain values and not over thirty-five years of age. Salary \$75.00 to \$100.00. Address Box 3, Chamber of Commerce P. O., Minneapolis, Minn.

HELP WANTED. WITH INVESTMENT.

WANTED Sales Manager for a Rye and Cereal Mill; immediate employment to a thoroughly reliable and competent man, who can invest from \$2,000 to \$10,000 in the business. Address Finance, Box 11, Grain Dealers Journal, Chicago.

WANTED—A young hustler with two or \$3,000 to handle books and grain in splendid N. D. mill and elevator. I need help and capital. Best opportunity in N. D. Address Gem, Box 10, Grain Dealers Journal, Chicago.

WANT good, straight man who has \$10,000.00 to \$15,000.00 to invest with services in a good, live, incorporated Grain Company, operating elevators in Colorado and doing a general Grain business. A fine opportunity to get into an established firm, also to live in a fine all-year climate. Address Fine, Box 10, Grain Dealers Journal, Chicago.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

PARTNER WANTED—With or without service. Must have five or ten thousand dollars. Good station. \$300,000 business last year. Handle Grain, Coal, Flour, Feed and Implements. Western Ohio territory. For particulars address Square, Box 10, Grain Dealers Journal, Chicago.

EXPERIENCED SEEDSMAN WANTED as equal partner in well established, prominent, growing, mail order Seed Business located in Missouri. Established eight years, the fastest growing House in Central States. Sales increasing 50% each year. A real chance for the proper man who has character, integrity and enough capital to handle half interest. Correspondence solicited, all confidential. Address Missouri Seedsman, Box 11, Grain Dealers Journal, Chicago.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

SITUATIONS WANTED.

POSITION as Manager lumber yard and elevator; 13 years' experience; best of references. Address Chas. E. Barnes, Hartley, Iowa.

WANTED Position as Manager. Years of experience and can furnish best of references. Address H. E. S., 342 5th Ave. West, Cedar Rapids, Ia.

POSITION WANTED as buyer for line house in Northwest. Best of references; 4 years' experience. Address Best, Box 6, Grain Dealers Journal, Chicago.

WANTED—Position as Mgr. Farmers elev.; 14 yrs. experience. Understand buying and selling grain. References. S. Dak., Minn., W. Iowa preferred. Address Ia., Box 8, Grain Dealers Journal, Chicago.

POSITION as Manager or Traveling Auditor for line of Elevators. Fifteen years experience in the Milling and Grain business. Address C. N. D., Box 11, Grain Dealers Journal, Chicago.

WANTED POSITION as Manager or Auditor by man who thoroughly understands grain and can furnish best of references as to character and ability. Address Now, Box 3, Grain Dealers Journal, Chicago.

WANT POSITION as grain buyer for Company on exchange or Superintendent of a Terminal Elevator Co. Have had 12 years exp. and can furnish Al ref. as to character and ability. Bot 3,000,000 bu. last yr. Alb. Box 11, Grain Dealers Jnl., Chgo.

WANTED—Engineer's position. Am now in charge of Corliss Engine; have indicator and can do general repair work. Have I. C. S. diploma and can furnish references. Strictly temperate and willing to work. Fred Yancey, Friendship, Tenn.

YOUNG MAN—Experienced in the grain business, energetic, a willing worker. Salary no object if opportunity for advancement; can furnish best of references. Address Chestnut, Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as Manager of Farmers elevator. 3 years experience. Understand bookkeeping and buying and selling of grain. Also experienced in live stock business. Reference A-1. Address EP, Box 5, Grain Dealers Journal, Chicago.

SOLICITOR of 10 yrs. experience calling on grain trade of Northern Iowa, Southern Minnesota, S. E. S. Dak., and Northern Ill., wants place with good Chicago firm. First class references. Address Married, Box 11, Grain Dealers Journal, Chicago.

SITUATION WANTED as Mgr. of country elevator or traveling solicitor. 11 years experience in grain and side lines; understand grading and mixing grain; hedging; married; sober, energetic. References, bond. Mo., Iowa or Neb. preferred. Address D. B., Box 9, Grain Dealers Journal, Chicago.

WANTED Position as Manager of Farmers Elevator, prefer Nebraska; 10 yrs. experience in grain and coal business, capable of taking care of books; not afraid of keenest competition and roughest work. Salary according to ability. Can furnish best of references. Address Keen, Box 11, Grain Dealers Journal, Chicago.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED POSITION as Mgr. of elvtr. Have had 3 yrs. experience and can furnish good reference. N. D. pref. Address Hurd, Box 9, Grain Dealers Journal, Chicago.

WANTED—Position as Manager, buyer and book-keeper. Have had years of experience. A-1 reference. Address Times, Box 10, Grain Dealers Journal, Chicago.

POSITION as Manager with line or farmers elevator in small town in Ill., Ind. or Ohio. 5 yrs. exp. and Al references. Know grades, weighing and buying, also cleaning clover seed. Address Fall, Box 11, Grain Dealers Journal, Chicago.

POSITION WANTED as Manager of Country elvtr. or grain solicitor. 15 years experience as buyer and manager. Good bookkeeper and mechanic. Best of references. Will go anywhere or Canada. G. A. J., Box 42, Vesper, Kansas.

WANTED a position as solicitor for some good Chicago firm. Have had 15 years experience in grain and have a large acquaintance over the northwest. Best of references. Address Clare, Box 9, Grain Dealers Journal, Chicago.

WANTED position as Manager Farmers Elevator, or good Line Co. Have had 15 yrs. experience in grain, live stock and coal. Can talk some German. References, and take job on a few days notice. Address Ted, Box 1, Grain Dealers Journal, Chicago.

WANT POSITION as Manager or office man for good reliable grain firm. Have had 11 years experience in Track Buying Business and can handle that as well as Country elevator. Can handle everything that goes with a grain business. Address Jno., Box 11, Grain Dealers Jnl., Chicago.

MACHINES FOR SALE.

FOR SALE One Cyclone Dust Collector in first-class condition. Made by S. Howes Co., their No. 9, 9 ft. 7 in. high. Price \$45.00. C. H. Yates, Oak Ridge, Virginia.

Entire Stock Offered at Fire Sale Prices.
1—16" B.B. Attrition Mill & Drive \$220.00
1—22" Ball Bearing Attrition Mill 210.00
1—24" Ball Bearing Attrition Mill 300.00
1—No. 5 Knickerbocker '05 Dust Col. 40.00
All f.o.b. shipping point subj. to prior sale, 1/2 cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now. "Builders of Better Mills."

George J. Noth, Manager,
No. 9 South Clinton St., Chicago, Ill.

MACHINES FOR SALE.

FOR SALE Cheap, No. 4 Western Cleaner in good working condition. W. M. Reckewey, Girard, Kansas.

FOR SALE—1 Invincible Wheat from Oat separator. Cap. 20 to 25 bu. per hour. Cheap if taken at once. Farmers Elevator, Grain & Supply Co., New Bavaria, O.

TWO Monitor Receiving Separators, 2 Double Allis 9x18 rolls; 1 10 bu. Avery Auto. Scale; 1 Duplex pump, hot and cold water, 2,000 gal. per hr. Good order. P. J. Flynn, Supt. Harter Mfg. Co., Fostoria, O.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

FOR SALE.

One 10 section Richmond Sifter, capable of taking care of 60 to 75 bbl. mill, good.
One Whitmore Air Belt purifier, good.
Two Hexagon Reels 8' long, good shape.
One No. 2 Victor Brush B. & L. Good.
One Gardner Feeder, good.
One Columbian Feed Governor, good.
One Missing Link, good shape.
G. B. Benny & Sons, Sheldon, Mo.

FOR SALE.

1—35 h.p. steam engine good as new.
1—35 h.p. Power Boiler, first class shape.
150 ft. chain with buckets attached, both in good shape.
1 Cast Iron Boot with cog wheels for chain and buckets, also elvtr. head with cogs.
1 Car Loader in good shape. Have put in gravity loading spout.
1 Invincible Dustless double receiving cleaner in good shape.
1 B. & L. Corn sheller and cleaner combined, good as new.
Connell & Andrews Grain Co., Bentonville, Ind.

FOR SALE—Two No. 5 and one No. 5 1/2 "Monitor" Cracked Corn Graders, capacity for taking Stock from a pair of 9x30 rolls.
2000 Ft. 12" 6 ply New Balata Belt @ 65c per foot.
400 Ft. 16" 6 ply New Balata Belt @ 83c per foot.
800 Ft. 18" 6 ply New Balata Belt @ 99c per foot.
Two No. 0 and Two No. 1 "Willford" Three roller Feed Mills.
120 feet 2 1/2" Iron Pipe.
100 feet 1 1/4" Iron Pipe.
Write for complete list of Bargains. We may have just what you want at the right price, too.

B. F. GUMP CO.
431 to 437 S. Clinton St.,

A Trial Order

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

GRAIN WANTED.

WANTED—Off grade oats of all kinds. Mail liberal sample and will wire you best bid. The Wadsworth Feed Co., Warren, O.

GRAIN FOR SALE.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

DO YOU WANT OATS? Make us bids f. o. b. here sacked or bulk. We begin shipping soon. The B. E. MILLER SEED CO., CARLTON, TEXAS.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

ENGINES FOR SALE.

20 h.p. Fairbanks Morse Gasoline Engine, cheap. W. Salisbury, Hiawatha, Kans.

FOR SALE—One 25 h. p. double cylinder International Gas Engine in good shape. Move at once. K. R. Frazier & Co., Colo. Ia.

FOR SALE 5 h.p. DuBois Gasoline Engine with circulating tank, new. Bargain. Also some bargains in refitted gasoline engines. Standard Scale Co., 1341-45 Wabash Ave., Chicago.

FOR SALE—New WITTE engines at less than usual second-hand prices. 2 H. P., \$29.95; 3 H. P., \$47.85; 4 H. P., \$64.75; 6 H. P., \$89.90; 8 H. P., \$129.80. Write for prices on 12, 16 and 22 H. P. All styles, Kerosene, Distillate, Gasoline, etc. Liberal trial offer. 5-year guarantee. Sold direct. Witte Engine Works, 3371 Oakland Ave., Kansas City, Mo.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

GRAIN DEALERS JOURNAL

LA SALLE ST., CHICAGO.

SCALES FOR SALE.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

SCALE BARGAINS.

Newly Overhauled, Good Condition. Guaranteed. Immediate Shipment.

4, 5 and 6 ton Standard Wagon Scales.
5, 6, 8 and 10 ton Fairbanks Wagon Scales.
6 and 8 ton Howe and Columbia Wagon Scales.

2,500 and 3,500 lb. Fairbanks Dormant Scales.

2,500 lb. Chicago and Buda Dormant Scales. Also Portable Scales.

Write for low price and full information. Standard Scale Co., 1341-45 Wabash Ave., Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

SHIP YOUR second hand bags to the Louisiana Bag Corporation, New Orleans, and receive highest market prices.

WHEAT BAGS FOR SALE.

5,400 second hand cotton bags at 11c each f.o.b. St. Louis, any quantity. Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-lining, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

FERRETS.

FERRETS, 1,000 good ratters, hunters. Breeding stock sale. G. Breman Co., Danville, Illinois.

RATS Exterminate them now, and you will have no young to feed. FERRETS will do it. Males \$2.00. C. H. Keefer & Co., Greenwich, O.

ACCOUNTING—AUDITING.

DO YOU want your books audited at a reasonable cost and by an accurate and reliable firm? Address Audit, Box 8, Grain Dealers Journal, Chicago.

STEAM ENGINES, BOILERS.

FOR SALE—One 26 h. p. Jas. Leffel Steam Engine in good condition. John Sikir, Avoca, Wis.

FOR SALE—12 h. p. Red Lion Steam Engine; best condition; also boiler for same in good shape. J. C. Grout, Winchester, Ill.

FOR SALE—On account of installing much larger power plant, we have to offer the following list of power machinery: 1 Allis Corliss Condensing Engine, 150 h. p. 16"x42" Cylinder; 1 Allis Condenser. Will make attractive price if taken immediately. Valley City Milling Company, Grand Rapids, Mich.

BARGAIN IN BOILERS.

50 h.p. Boiler\$250.00
100 h.p. Boiler with stack..... 250.00
40 h.p. Boiler 200.00
40 h.p. Economic Boiler..... 350.00
Other boilers, also engines and other machinery.

U. S. ENGINEERING CO.,
717 Virginia Ave., Kansas City, Mo.

BIDS—PAINTING.

WANT bids for painting of 2 elvtrs., coal sheds, flour house, etc. Brampton Farmers Elevator Co., Brampton, N. D.

**Directory
Grass Seed Trade****ATCHISON, KANS.**

Mangelsdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.
Simpson & Co., W. A., seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

BUFFALO, N. Y.

Craver-Dickinson Seed Co., field seeds.

CHICAGO, ILL.

Illinois Seed Co., The, grass and field seeds.

CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LONDON, ENGLAND.

LeMay & Co., C. W., w'sale, exp. & imp. sd. sds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.
Lewis & Chambers, field seeds.
Louisville Seed Co., clover & grasses.

MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp., impts.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

SUGAR GROVE, ILL.

Garton Cooper Seed Co., The, seed merchants.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

YOU CAN'T READ ALL

the market news. Get a summary of it once a week in our Weekly Review. Highlights of the week—facts, figures and factors—grouped for easy, quick reading and reference. Postal request starts it your way.

SOUTHWORTH & CO.

Grain—Seeds—Provisions TOLEDO, OHIO

CRABBS REYNOLDS TAYLOR CO.

Crawfordsville, Ind.

GRAIN

CLOVER AND TIMOTHY SEEDS

Get in touch with us.

Milwaukee Seed Company



WHOLESALE SEEDS

LONG DISTANCE TELEPHONE GRAND 672 and 673

104-106 WEST WATER STREET

MILWAUKEE, WIS.

Buyers and Sellers

Medium Mammoth Alsike, White Alfalfa, Timothy, Grasses, etc.

Mail Samples

Ask for Prices

"The Live Clover House"

MINNEAPOLIS SEED CO.

DISTRIBUTORS



FIELD SEEDS

TIMOTHY and MILLET Our Specialties

SEEDS FOR SALE.

ALFALFA SEED.

Genuine American grown, carlots or less, priced so as to sell. The Wing Seed Company, Mechanicsburg, Ohio.

SWEET CLOVER SEED—White and biennial yellow. Large and small orders solicited from the trade. Bokhara Seed Co., Box 93, Falmouth, Ky.

GERMAN MILLET. We have a limited supply of German Millet which we can now offer to the market. Correspondence solicited. D. H. Clark, Galt, Mo.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.

HENRY LIGHTIG & CO., Kansas City, Mo.

FIELD SEEDS

AND ONION SETS

WE BUY—WE SELL

HARDIN, HAMILTON & LEWMAN

Louisville

Kentucky

CAUGHEY, JOSSMAN COMPANY

DETROIT, MICHIGAN

Buyers and Sellers of

GRASS SEEDS

SEED OATS

Car load lots and less

ANY VARIETY

GARTON COOPER SEED COMPANY

SUGAR GROVE, ILL.

THE W. A. SIMPSON CO.

BALTIMORE, MD.

"CLOVER SEED"

"SUNFLOWER," "D. E. RAPE" GRASSES

Write us for prices—carloads or less.

SEEDS FOR SALE.

THOMASSON-MORRISON GRAIN CO.,
Chattanooga, Tenn.

Headquarters for Southern Cow Peas and Soy Beans. Write us for prices.

WINTER VETCH

NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso Mich

LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KY.

Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

Crawfordsville Seed Co.

CRAWFORDSVILLE, IND.

Mongul and Extra Select Sable Soy Beans for sale.

We have a limited amount of our own raising.

The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

CRAVER-DICKINSON SEED COMPANY

Buffalo

Binghamton

Buy and Sell

**TIMOTHY
CLOVER
ALSIKE
ALFALFA
POP CORN**

MINNEAPOLIS SEED CO.

DISTRIBUTORS



FIELD SEEDS

TIMOTHY and MILLET Our Specialties

EXPORTERS and IMPORTERS
Ask For Prices

RED CLOVER
ALFALFA
WARF E. RAPE
WHITE CLOVER
LSYKE
NATURAL GRASS
ENGLISH RYE
RED TOP

44-46 Pearl Street
NEW YORK CITY
I. L. RADWANER

THE ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

Field Seeds

Ask for Prices

Mail Samples for Bids



profit line

IT'S A SAD TALE

men, but honestly it's heart-breaking the way I have lost grain during the past few months. For example, every shipment of grain I have made since February 1st has shown a shortage at destination, and upon investigation it was found to be due to loss in transit, bad order cars you know, and I don't seem to be able to stop it." So sayeth Sam Brown, enterprising grain dealer of Smithville.

"Maybe it isn't just right for me to comment on your hard luck, Sam, but there is absolutely no sympathy for you from my direction. This losing grain in transit is all your fault. You needn't lose a kernel. I am not given to bragging, but I have been shipping grain nigh on to 30 years, and I have yet to hear of any of my grain being lost in transit, and believe me, Sam, I have had some awful cars up on my siding, but then that didn't phase me," said Jim Jones, also a Smithville grain dealer and close friend of the above mentioned Sam.

"But, Jim, I don't see how in blazes you do it. If you say it can be done it must be true. Tell me, Jim, how do you do it? It's time I was wising up on these new fangled things." From friend Sam.

"Well, Sam, that's the easiest thing I ever done. You just write the Kennedy Car Liner & Bag Co., Shelbyville, Indiana, for full information regarding

KENNEDY CAR LINERS

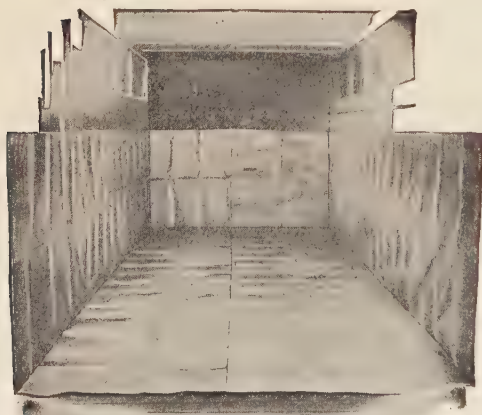
and you will soon learn the secret of my success in shipping grain." From friend Jim.

A story from life, and happening every day. Are you a Sam Brown or a Jim Jones? If you are in Sam's boots, so to speak, you too had better wise up a bit and get in touch with us about the car liner that has been used by the majority of the trade for many years.

We have various types of liners suitable for all cases of leaky cars: KENNEDY STANDARD LINERS being for cars in *general bad order*; KENNEDY END LINERS, intended for cars with *defective ends and corners*; and the KENNEDY GRAIN DOOR LINERS furnish protection at the grain doors, the paper being so reinforced as to be securely effective. After a shipper has become accustomed to their use the liner can be installed in a very short time, and time saved in patching an old car is alone worth the price of the liner.

There is only one KENNEDY system of Car Liners. It is a patented article and manufactured by us exclusively.

The NEW CROP will soon be here and during this season of the year you are always compelled to load bad order cars. Now is the time to lay in a stock of KENNEDY LINERS. Keep in step with the times—BE PREPARED.



THE
KENNEDY
CAR LINER & BAG CO.
SHELBYVILLE, IND.

GRAIN DEALERS JOURNAL

[Incorporated]

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, JUNE 10, 1916

THE ELEVATOR with the high or dangerous driveway is placed at a disadvantage if competing elevators have modern low down driveways.

IF THE RAILROADS persist in advancing their rates and increasing their carload minimums, the shippers will soon be forced to work on a much wider margin of profit. The larger the units the shippers deal in, the greater the care needed in conducting each sale and the greater the loss when any of the grain gets out of condition.

CO-OPERATIVE buying associations were declared to be economically and morally wrong by the president of the Feed Manufacturers' Association in his annual address, which appears in our report of the meeting, published elsewhere in this number. The Association backed him up in that position by adopting resolutions protesting against the agents of the state and federal agricultural departments encouraging or assisting in the formation of co-operative buying agencies on the ground that the feed distributor performs a real service and fully earns the small profits he obtains. When established dealers come to a full realization of the service they actually perform for the consuming public there will no doubt be other protests against the officials of state and federal governments working to drive them out of business.

THE HIGH COST of bags is doing more to educate the grain handlers of the Pacific Coast to the advantages of bulk elevators than anything which has happened for years. After they have learned of the real advantages of the bulk elevator, they will not go back to handling grain in bags, even tho they get the bags for nothing.

THE ONLY grain shipper to admit finding holes in the roofs of cars set for loading grain these rain soaked days is kicking because his grain is likely to get wet. Will the railroads provide power loaders for the 4,000 elevators where grain must be scooped into cars or cut doors in the roofs of the 1,043,796 box cars owned by the railroads of the United States?

DO YOU propose to pitch your strut boards to the down legs and divert the spill of your elevator head to the down legs or carry your own insurance? Have you any reason to believe the fire hazard of legs draining the spill to the down leg is less than legs diverting the spilled grain to the up leg? It is time elevator owners were getting some definite information on this point.

FIRES—Sixteen elevator fires within the last two weeks have robbed the grain trade of \$271,400. In only seven instances is the cause reported, and of the seven four are credited to lightning. The others are sparks from a passing locomotive, tramps, and spontaneous combustion in the engine room. It is difficult to guard against every known hazard, but the installation of a lightning rod, to prevent fire from the greatest of all destructive causes, is so simple that no elevator operator should have an unrodded plant.

THE OVER GRADING of grain by terminal market inspectors especially on a crop like the last one has a tendency to lead country shippers into paying entirely too much for the grain offered by their farmer patrons. When uniform rules governing the grading of grain are adopted by all markets, and uniform grading under those rules established and maintained, every one identified with the trade will soon come to have a clear conception of exactly what are the limitations of each grade. One great benefit will be that the farmer will make more of an effort to place his grain in marketable condition before hauling it to town, and the country elevator man, emulating his example, will also seek to improve the quality of his grain to the end that he will obtain a better price for it. Vacillating inspections surround the shipping business with so many uncertainties as to cause much trouble and dissatisfaction in the trade each season the grading is changed.

BAGS will no longer be used in the grain trade of Ohio according to recent advices, the dealers realizing that when a bag is loaned the farmer it is generally the last time that bag is seen at the elevator. As a rule it is exchanged on the farm for a worn-out piece of cotton to be repaired at the grain man's expense when it reaches the elevator. Bags are an expensive habit about an elevator, regardless of how used, and it is surprising that their use has been tolerated so long in a state as well organized as Ohio.

AN IOWA agent who embezzled more than \$25,000 worth of grain stored with him by farmer patrons will spend the next five years at hard labor in the state penitentiary. When country elevator men stop receiving farmers' grain for storage they will be relieved of some expense and a world of trouble. Let the farmer store his grain on the farm until he is ready to sell it. Then it will not be necessary for elevator operators to ship out the farmer's grain in order to make room for grain tendered by other farmers for sale.

AN EASTERN receiver voices the sentiment of many in that section in his complaint regarding the condition of much grain shipped for eastern consumption, some of which is worth less than the freight charges. If all grain was graded correctly at the elevator the farmer would soon realize that he could drive a better bargain by feeding the poor quality on his farm and hauling the better grain to market. But so long as over-grading and over-bidding continues just so long will health menacing grain be shipped to consuming points.

CONTRACTS for the purchase and sale of grain are often broken by farmers who are tempted by a rise in the market to haul their grain to another elevator, but seldom do we hear of a grain dealer refusing to receive and pay for all the grain contracted. However, our Illinois news columns, this number, tell of a case where a farmer is suing a grain dealer because the dealer would not accept the grain at the price contracted and the farmer claims he was forced to sell it elsewhere at a loss. No doubt this case is based on a verbal agreement, but it serves to warn elevator operators that a loosely drawn contract is likely to have a lawsuit tied to it. The farmers will always insist upon the elevator operator living up to his contract even tho the sellers had defaulted on similar contracts made during each of the preceding nine years. When the trade takes to using written contracts, properly drawn and authenticated, the trouble and friction from indefinite verbal contracts will be avoided.

FREE SEED for the constituents of politicians is likely to be a thing of the past, as the Senate Committee has eliminated the \$200,000 which the House inserted in the Agricultural Appropriation Bill for that purpose. Congress has at last awakened to the fact that a penny envelope of seed is ridiculed by the farmer, while the city flat dweller considers the donation as a huge joke, either feeding it to the canary or dropping it into the gold-fish globe. If the agitation is continued against the expensive nuisance for another year it is possible that even the House will not attempt to set aside a good sized fortune for this annual joke.

RESOLUTIONS are now pending in Congress authorizing the appointment of a joint sub-committee to investigate the subject of government control of railroads and the regulation of interstate commerce. The railroads are behind the action and determined to leave no stone unturned to free themselves of government regulation and restriction. They have fared so well at the hands of the Interstate Commerce Commission during the last two years that they now seem to think they have been greatly imposed upon and are determined to push their many victories to even a greater freedom than they had before the Interstate Commerce laws were heard of.

THE FEED TRADE has long been the victim of unfair and in some instances ridiculous state laws, regarding the labeling of commercial feedstuffs. The feed which must be labeled to contain a certain percentage of protein in one state cannot legally be sold in another, altho it is admittedly equally as nourishing to the cattle of all sections. As the small feed manufacturers would be driven out of business, or at best would be restricted to operation in only one state, should these numerous laws continue, every grain dealer who is also interested in the manufacture of feed should work with the Feed Manufacturers Ass'n for the adoption of a uniform feed law.

COMPETITION is so tense in some sections of the Southwest that no one gets any income from the grain business. In fact, the dealers and millers fight one another continually, and many are crippling themselves financially so severely that they will soon be out of business. Cut-throat competition is so antagonistic to harmonious business relations that it is seldom possible for any established dealer to survive, unless he has a very long pocket book. The folly of wasting one's capital, simply because some stubborn buyer is convinced that he must handle all the grain marketed at his station or lose out, is seldom realized by beginners in the business until their surplus has been dissipated.

THE KANSAS State Grain Inspection Department has already accumulated a surplus of \$54,000. Four thousand of this represents the net results of its work for April. The grain shippers of the state should vigorously oppose any of this money being turned over to the state for general expense. It should be kept to the credit of the Grain Inspection Department, and the fees reduced to a figure more in keeping with the actual needs of the Department. No one has ever suggested or intimated that a state inspection department was designed primarily as a revenue producer. The grain trade should not be taxed specifically to defray the general expenses of the state government.

THE ISSUING of fire insurance policies on grain elevators on the basis of the operator's business methods and customs, instead of on the condition of the plant itself, is suggested by a contributor to Letters in this number. This is a new thought and merits careful reading. Also, it brings to mind the saying of an insurance solicitor for one of the stock companies: Nine of every ten elevator fires are directly attributable to the same cause—speculation. While this is groundless, the fact remains that the man who is a careful housekeeper both in the elevator and office is less likely to have a fire than the man who is ever ready to take a chance, whether it be on the market or within the plant itself.

THE TEXAS Association at its recent meeting repealed one of its trade rules which should never have been adopted, to the effect that "when shipments are actually made on conflicting confirmations the confirmation of the buyer shall govern." Such a rule would be very likely to encourage buyers to make confirmations more advantageous to their own interests than to the sellers. The shipment having been made before the seller received confirmation of the buyer the rule required him to abide by the terms of that confirmation altho he could not afford to do so and would not have done so had he known the buyer was disposed to inject different terms into the contract. It is indeed unfortunate that there should be any differences in confirmation of buyers and sellers, but carelessness in making purchases and sales frequently results in honest misunderstandings. No doubt these differences are less numerous each year, but it would be to the advantage of all if rules were adopted suspending contracts where the confirmations conflicted until the parties thereto can agree on one and the same confirmation of sale and purchase. Such a rule would have a tendency to encourage all traders to exercise greater care in having an understanding on every point before consummating the deal.

Negligence of Telegraf Companies Tolerated by Law.

Telegraf companies always have been considered liable in damages for errors in the transmission of messages when the mistakes were due to negligence; and the older law reports are full of precedents where grain shippers have recovered judgment in full notwithstanding the fine print conditions on the back of the telegraf blank exempting the company from damages.

Recent decisions, however, especially *Gardner v. W. U. Tel. Co.*, U. S. Circuit Court of Appeals, Feb. 28, 1916, and *W. U. Tel. Co. v. Bank of Spencer*, Supreme Court of Oklahoma, Apr. 11, 1916, have been given in favor of the telegraf company solely on the ground that the Act of Congress of June 18, 1910, amending the interstate commerce act nullified the common law and the statutes of the different states protecting the public from the carelessness of the telegraf companies.

The federal court quotes and follows a decision of the Supreme Court of Appeals of Virginia in *W. U. Tel. Co. v. Bilisoly* that

By an act of Congress approved June 18, 1910, telegraf companies, so far as interstate business is concerned, have been placed under the direct supervision of the Interstate Commerce Commission, and are subject, so far as applicable, to the same rules, regulations, restrictions, and penalties that are imposed upon common carriers. This act has occupied the entire field and taken complete control of the regulation of telegraf companies, and, while it has impliedly exempted them from any penalty for negligence, it has provided a severe maximum penalty for intentional discrimination. Before the passage of this act there had been no legislation by Congress affecting or conflicting with the state statutes imposing a penalty for failure to deliver messages promptly, and, therefore, the state statutes affecting telegraf companies were upheld, even as to interstate messages, upon the ground that until Congress had legislated upon the subject-matter of telegraf companies the state statutes were applicable.

In the *Bank of Spencer* case the telegraf company negligently transmitted a message informing the recipient that a check for a large sum of money was "paid," when the message as filed read "unpaid." In its successful defense the telegraf company relied on the clause on the back of the blank that it would not be liable for mistakes or delays in the transmission or delivery of an unrepeatable message beyond the amount received for sending the same.

Before the regulation of the telegraf companies was thrust upon the Interstate Commerce Commission the burden of proof was upon the telegraf company to prove that the sender of the message knew of and had read this clause on the back. Since the amendment of June 18 it seems that the public is charged with knowledge of the fine print regulations established by the telegraf companies, as they have been filed with the Commission in the tariff schedules, just as the public is presumed to know freight rates from the rate schedules filed by the railroad companies at Washington.

The circuit court held that whether the regulations are reasonable or not is for the Interstate Commerce Commission to decide. The Supreme Court of Okla-

homa ruled that defendant telegraf company under the act of June 18 is given authority to prescribe these rules and regulations which are declared by said act to be deemed reasonable until otherwise determined by the Interstate Commerce Commission, and they are binding upon the sendee.

Plainly the trade must file a protest with the Interstate Commerce Commission against the regulations drawn up by the telegraf companies themselves solely for their own benefit to evade the just penalties of negligence.

Warning to Landlords.

A contributor to "Letters," this number, suggests that grain dealers place landlords on guard each year by advertising in the local newspapers, just previous to harvest, that they cannot be held responsible for the tenants' rent should they buy tenants' grain unless the landlord has sent written notice of the amount of his lien on the tenant's grain previous to its purchase. It is not unreasonable that regular grain dealers who buy daily in the open market should demand that the landlord give them written notice in ample time to avoid paying for the tenant's grain before tenant has paid his rent.

The only objection to advertising such a request in the local newspapers is to set tenants who read the notice or hear of it against the advertiser. But at the same time it will also warn those tenants who are disposed to try to escape the payment of their rent to sell their grain elsewhere. The advertisement is no reflection on the tenant who is disposed to deal honestly with his landlord. Experience has shown that it does induce many landlords to report tenants owing rent and it proves to the satisfaction of everyone concerned that the established grain dealer is desirous of avoiding assisting tenants to beat landlords out of rent due.

Grain dealers who have been called upon to pay for tenants' grain a second time are fully justified in publishing a notice in all local papers just previous to the movement of a new crop to the effect that:

LANDLORDS, TAKE NOTICE.

We will start to buy new wheat, corn or oats next Monday. Persons having claims against tenants' grain should write us full particulars now. Otherwise we will not be held responsible for any moneys owed by tenants.

FALLS of elevator employes reported in this number caused two broken limbs and a fractured jaw, while the caving-in of an entire floor in a building where grain was being salvaged, caused the serious injury of three workmen. Evidently the strenuous campaign against unguarded moving machinery is showing results, as no recent reports of accidents from that cause are at hand. Journal readers should profit by the distressing experiences recorded in the past to the extent of taking every known precaution against accidents. This will help to reduce the number of accidents occurring in and about grain elevators, which means ultimately a saving in the cost of casualty insurance premiums to all who carry insurance in the mutual companies.

Time for Filing Claims.

On June 1 the carriers in official classification territory, with the special permission of the Interstate Commerce Commission, revised a paragraph of Sec. 2 of the Uniform Bill of Lading to provide six months instead of four for the filing of certain claims. Just why the Interstate Commerce Commission, a body of rate makers, should wish to sanction the time allowed for filing a loss or damage in transit claim is not quite clear. But now that the Commission has given its approval of the change in the paragraph it is natural to suppose that not only the railroads, but the Commission as well, is familiar with the whole paragraph in which the change occurred, namely, the third paragraph of Section 2.

A careful reading of this paragraph indicates that the carriers have no certain time limit for the filing of such claims as are clearly the result of negligence on their part. This comprises practically every claim filed by a grain company. The paragraph says:

Except where the loss, damage, or injury complained of is due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, as conditions precedent to recovery, claims must be made in writing to the originating or delivering carrier within six months after delivery of the property, or in case of export traffic within nine months after delivery at port of export, or in case of failure to make delivery, then within six months, or nine months in case of export traffic, after a reasonable time for delivery has elapsed; and suits for loss, damage, or delay shall be instituted only within two years and one day after delivery of the property, or, in case of failure to make delivery, then within two years and one day after a reasonable time for delivery has elapsed.

This paragraph has been literally lifted from the Cummins Amendment to the Interstate Commerce Act, and while it provides that certain claims must be filed within six months after the receipt of shipment, it specifies no time for filing claims where "the loss, damage, or injury complained of is due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence." Fully 95% of the grain claims will come under this classification. It is the private opinion of a number of Chicago railroad men that in suits for the recovery of grain lost in transit, for instance, the state limitation for time would apply. This in practically all states is two years.

Very naturally the claim departments of the various carriers are not familiar with this phase of the matter. The position of one, which is typical of many, is: "We must be governed by the interpretation of the law by our attorneys, and they believe we should refuse all claims filed more than six months after delivery of shipment."

When a carrier receives a carload of merchandise in boxes it takes it for granted that the full number of boxes must be delivered at destination. Their attitude toward grain should be the same; if the full amount of grain received for shipment cannot be delivered, it is evident that it has been lost in transit. As the carrier is clearly to blame, it should not be permitted to hide behind the cloak of time limitation. Every grain man in the country should

join hands with the shippers' organizations in this fight. If the railroads may have all the time required to sue for an under charge why should not the shipper, upon whom the carriers depend for maintenance, be accorded the same time to recover over charges or compensation for loss?

MARGIN CALLS from sellers of cash grain, in case the market advances, are now permitted by the rules of some markets, and of course, where agreed to by sellers of track grain, they expect a confirmation subject to the terms of the market having such a rule. There seems to be no objection on the part of shippers to the rule, but they do demand that the rule be made reciprocal, and that it be included in the contract of sale, so that both parties will clearly understand what is expected of them. The more care exercised by both buyers and sellers to give a clearer understanding of exactly what is intended, the fewer opportunities will there be for misunderstandings and disputes.

COUNTRY ELEVATOR MEN who store grain for farmers, either free or for compensation, should issue a storage receipt for each lot received, showing clearly and explicitly under what conditions he accepts the grain for storage; otherwise a fire, a cyclone or flood may destroy the grain and make him responsible for the amount of its value even tho he charged nothing for caring for the grain. It does not matter whether the elevator man is liable to the owner of the grain for its value or not, he is oftentimes required to spend several times its value in defending lawsuits which could have been readily avoided by declaring the limitations of his liability in the storage receipt issued at the time the grain was received. The new Montana receipt published elsewhere in this number should serve to give elevator operators a practical suggestion.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

P. L. 69137 passed thru Otterbein, Ind., June 5, on C. C. C. & St. L. train, leaking white corn over trucks.—Farmers Elevtr. Co.

C. & N. W. 112078 passed thru Onawa, Ia., June 3, northbound, via the Northwestern, leaking wheat freely at corner post. The side door on our side was not sealed and open, so could not get the seal number.—Farmers Elevtr. Co.

N. Y. C. 2661 passed thru Spencerville, Ind., May 31, on eastbound Wabash local, with one door open and leaking grain.—Stiefel & Levy, Ft. Wayne, Ind.

S. P. 85140 passed thru Valley Center, Kan., May 27, leaking white corn on side. Had no time to repair.—Valley Center Grain Co.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Keep Poor Grain on the Farms.

Grain Dealers Journal: The quality of grain and other farm products shipped east is so poor as to menace the health of consumers. It is a shame to pay the freight on some of the stuff which has been received by eastern dealers for good grades. The western producers and shippers should be prohibited from sending such stuff to market.

Over-grading and over-bidding for certain grades of grain, and receiving lower grades, causes the loss of thousands of dollars each year to reliable dealers. If this can be prevented let action be taken quickly.—J. R. Burkholder, Lancaster, Pa.

Hopper the Strut Board.

Grain Dealers Journal: In a recent number of the Journal it was shown that spill over grain from the head could be dropped into a converged strut board and thence thru a small spout into a bag. This is what I consider an ideal arrangement, except that it might be enlarged upon. The small spout thru which the kernels drop into the bag could be lengthened so the grain would enter a bin, the pits, or the belt cups on the up side of the leg. This would eliminate the necessity to empty the bag occasionally, as well as do away entirely with the fire hazard accompanying strut boards as constructed at present.—C. A. Wildman, Menlo, Ia.

Over Bidding Brings no Permanent Trade.

Grain Dealers Journal: I would like to say a word about over bidding on grain. A few years ago I was buyer for a farmers' company. My competitors, thinking I was getting too much grain, reported me to their headquarters with the result that they were ordered to put the price up. Grain was purchased, freight off, Minneapolis. When my competitors asked what I thought of the situation I told them to go ahead and buy the grain and I would take a rest. Whenever grain was delivered to my elevator I would tell the farmer of the fight and the reason. A few would haul the grain to the other elevators, but would be back as my patrons after hauling a few loads. After three or four weeks all of my old customers had returned, bringing with them six who had formerly hauled to the other elevators. They all decided it was better to know they were getting a square deal and all being treated alike, than to get a slightly higher price for a short time.

I do not believe in advancing money to farmers unless they pay interest, neither will I store for them unless I can collect for the storage. Another injustice is asking the grain dealer to guarantee the rent of tenant farmers. A law should be passed requiring owners of rented farms to notify the elevator agent if he wanted any of the tenant's grain held.—E. E. Bailey, Barney, N. D.

Will Not Run Collection Agency.

Grain Dealers Journal: I would advise elevator operators not to guarantee the rent for landlords from their farmer tenants. Advertise each year in one or more of the local papers that you can not be responsible for the rent without a written request from the landlord, and then post the advertisement in a conspicuous place in the elevator office. By so doing the law is evaded and the landlord must look after collections himself. He can not wait until the crops are disposed of and then visit the elevator to collect his rent. The deal with the renter is his, not the elevator man's.

The average country dealer may as well be content with what the carrier does out to him in the way of collection for claims. But the dealer can take ordinary precautions. Do not load cars that seem to be unsafe for grain, and use more care in cooping the cars that are used. In this way fewer claims will be presented for collection. The transportation companies usually do about as they please.—Jas. Robinson, Potter, Kan.

Fire Insurance Rates Should be Based on Dealer's Efficiency.

Editor Grain Dealers Journal: I have been following with much interest the discussions in the matter of fire insurance rates that have been running in your paper for some time. It seems to me after years of observation that insurance men in general are entirely on the wrong track in this whole question of rating. Under the contract of fire insurance, it is the man, and not the property that is insured. The property is merely the subject of insurance, and a contract is issued to one having an interest therein agreeing to indemnify him for any loss he may sustain by reason of fire. That being the case, why should not the man and not the property be rated? As it stands today, two properties, one new and the other twenty-five years old would take the same rate, if, for instance, both had shingle roofs, attached power houses, etc. Is not this ridiculous? Whatever defects exist in a given risk are due not to the risk itself, but to the owner thereof, due to his lack of business judgment, lack of good house-keeping and lack of many other things. If the owner were penalized in his rate for his personal defects, would it not bring those defects home to him, and cause him to correct them? I think so, and for that reason, I have compiled the following schedule for your consideration:

Basis	\$1.00
Poor housekeeper .....	.50
Out of date equipment .....	.25
Poor system of accounting .....	.25
Poor business judgment (contracting grain before maturity; contracting by the acre; advancing money without interest, etc.) .....	.50
Wastefulness .....	.25
Not keeping property in good repair .....	.25
Grouchy with help and customers .....	.10
Not keeping up-to-date by reading trade papers, etc. ....	.50
Not an association member .....	.10
Lack of tact .....	.25
Knocking competitors .....	.25
Lack of attention to business .....	.25
Failure to read market reports and other valuable matter daily .....	.25
Poor citizen .....	.25
Lack of interest in better farming methods .....	.25
Total	\$5.20

Men who are guilty of unintelligent speculation, and those who have reached the old foggy age where habits are settled and who can see no good in changes of any kind, I would refuse to insure. It

seems to me that every defect noted above creates a fire hazard in one way or another. The man with a poor system of accounting, for instance, knows nothing of the cost of doing business and may reach a point where a fire would be profitable to him. The grouchy man is liable to cause resentment which may result in a fire. The man who does not keep his property in good repair may cause a feeling in the community that his buildings were better out of the way. In fact, there is a fire hazard in connection with every defect noted above.

Is this not worth thinking about? It is my opinion that if a grain man were confronted with the above rate, at least, he would do some thinking.—Old Grain Man.

Contracts Only for Immediate Hauling.

Grain Dealers Journal: We became most severely tired of advancing money to farmers without interest several years ago and since then have also discontinued the practice of contracting wheat from farmers and storing grain. All of these practices lead to a lot of trouble and sore feelings, especially if the market is adverse to the seller. The only exception to our rule is where a farmer starts to thresh from the shock, where he has a thresher working, with no place to store the wheat and we know he is going to haul it immediately. Under those conditions we will contract for grain.

It is not right that the carriers should have the privilege of taking years to ascertain their undercharges and then give the shippers only four months in which to present their claims. We might mention other abuses which we feel should be remedied, but when we find they continue to exist we believe the only thing to do is offset them as much as possible by understanding and complying with their terms.—Henry Glade Co., Grand Island, Neb.

Wants Car Condition Reports.

Grain Dealers Journal: I believe the grain commission men of Kansas City could do much to assist shippers in collecting from railroads for grain lost in transit. As I understand it the Board of Trade employs men to examine all cars arriving loaded with grain, and they are instructed to make accurate records of cars leaking so as to aid shippers in collecting for their loss from the railroad. Can it be possible that the Board has authorized the cutting out of this inspection and reports? If it has taken such steps it will surely work a great injury to the cause of the grain shippers in territory tributary to the Kansas City market.

If the railroads persist in their refusal to accept shippers' weights for grain loaded into cars it will be necessary for shippers to join hands and demand that the railroads weigh the grain themselves before issuing the B/L. Then shippers will be in a position to insist that the old clause regarding "more or less" be dropped and a clean B/L be given for every shipment showing the exact weight at initial point. They will also be in stronger position to insist upon the delivery of the full amount at destination.

With such a B/L the shippers will be able to collect for the full amount of grain placed in each car, whether it is delivered at destination or not. Shippers must pull together for better conditions or many of them will soon be broke.—Sanford Richards, Orleans, Neb.

Why One Scooper Discontinued.

Grain Dealers Journal: I feel certain that elevator operators everywhere will be pleased to know why this town lost its only scooper recently. One of our substantial farmers, who disliked very much to sacrifice his wheat at current market prices, held it until he felt certain that prices were going lower. Then he sold 5,000 bus. choice old wheat to Mr. Scooper at \$1.10. The farmer insisted upon having \$60 in advance of delivery, just to bind the bargain, because he did not have a lot of confidence in the ability of the scooper to make good.

However, he accepted the price, notwithstanding it was much above what the regular dealers would pay, and lo and behold, when he came back with the first load, the scooper had disappeared, and the best price he could get from the established dealers was 90c a bushel. Say, that farmer has been so sore ever since that he just can't sit still. The scooper's office is closed and none seem to know of his whereabouts. Any regular dealers who can beat this for a real scooper trick should send it to the Journal, and let us all read about it.—Yours, W. W. Gaff, Quanah, Tex.

I DO NOT WANT to miss a number of the Grain Dealers Journal—H. R. Sheldon, Rochester, Minn.

Our Callers

Ben P. Ordway, Kansas City, Mo.
O. L. Colton, Cortland, Ill.
C. C. Davis, Arthur, Ill.

Embargoes Attacked by Baltimore Chamber.

The railroad embargo on grain shipments to Baltimore is the subject of a vigorous complaint filed with the Commission by the Baltimore Chamber of Commerce against the Baltimore & Ohio and the Pennsylvania Railroads. Because of inadequate and insufficient terminal elevator and storage facilities for grain at Baltimore the railroads have been unable to accept and carry to that city large quantities of grain for export.

"Exporters are able to get grain shipped to Baltimore if they secure definite vessel room for prompt exportation of the grain on arrival at Baltimore, but others not in the export trade are prohibited from securing transportation of grain. The discrimination resulting from the embargoes operates to the loss, prejudice and injury of the general grain dealers. Usually the grain dealer is temporarily put out of business in the grain centers and threatened with the permanent destruction of his business thru the making of new connections by his correspondents with other dealers in the export business.

The embargo is severe on corn and it practically prohibits the receipt of that product at Baltimore altho other grains are received. Dealers in corn in Baltimore have been prevented from transacting their business. The embargoes are not based on an undue or excessive accumulation of grain at the terminals or elevators or upon any substantial ground, but on the possibility that grain so discriminated against, particularly corn, may require some special service on arrival at Baltimore to put or keep it in condition, and on the unwillingness of the railroads to furnish such special service, although provided with facilities therefor."

The Baltimore interest claim that embargoes should only be permitted where the article has accumulated beyond the capacity of the railroad to handle it.

The embargo has been suspended on shipments of grain originating in certain territories and barred from other territory, according to the complaint, the object being to permit, invite and accept shipments from points on the lines of the railroads or their connections where more or less competition with other roads in grain traffic exists and to restrain shipments from points on their lines where no substantial competition exists.

In conclusion the Baltimore Chamber of Commerce says all of these acts of the railroads are in violation of the Interstate Commerce Act and should be stopped by the Commission. "The railroads ought not to be permitted to exercise an arbitrary and unlimited discretion with respect to the institution or modification of embargoes. This is a matter for the jurisdiction of the Commission."—P.

Coming Conventions.

June 15-16. Wichita Board of Trade At Home.

June 19-20.—Indiana Grain Dealers Ass'n at Indianapolis, Ind.

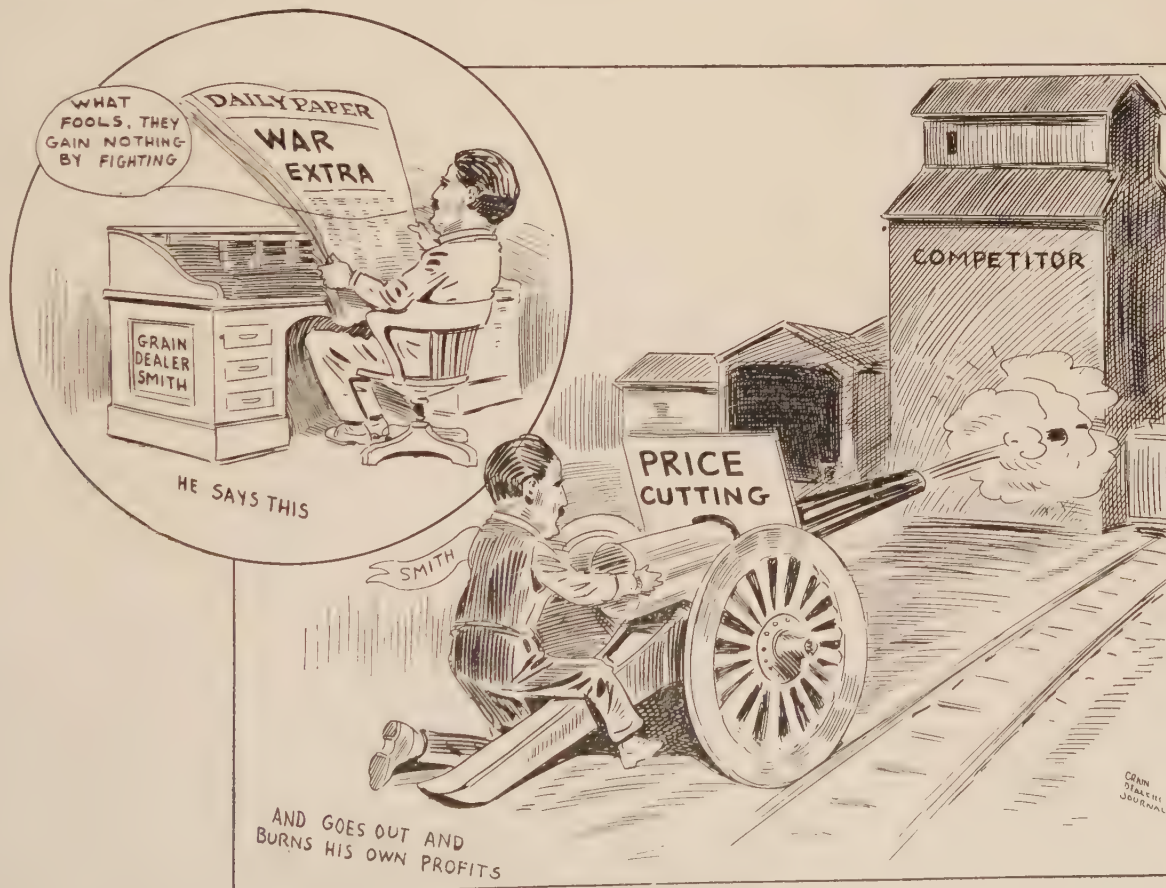
June 20-22.—The American Seed Trade Ass'n at Chicago.

July 6-7.—Ohio Grain Dealers' Ass'n at Cedar Point.

July 11-13.—National Hay Ass'n at Cedar Point, O.

Aug. 3.—Michigan Hay & Grain Dealers Ass'n at Battle Creek.

Sept. 25-27.—Grain Dealers National Ass'n at Baltimore, Md.



The Grain Buyer's Inconsistency.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Exterminating Insects?

Grain Dealers Journal: We would like to have information on the treatment of grain containing insects, with bisulfid of carbon. — Polk-Genung-Polk Co., Ft. Branch, Ind.

Ans.: If the insects are contained in the grain only and do not infest the building, treatment can be confined to the bins containing the infested grain. The bisulfid is a clear liquid which when thrown on the grain evaporates into a heavy and poisonous gas which sinks down thru the mass of grain, killing the insects.

To retain the gas the walls of the bin and its covering should be made tight. Late Saturday is a good time to make the application, closing the elevator until Monday morning, when it should be thoroughly aired before entering, as the gas is deadly. No lights or fire should be allowed in the building, as the gas when mixed with air is explosive.

The bisulfid does not affect the milling or baking qualities of the grain. A second application may be necessary after two weeks, when a new lot of insects may have been hatched out.

Is Confirmation Necessary?

Grain Dealers Journal: Please advise us your opinion or answer to the question "Is Confirmation Necessary?" appearing under Asked & Answered in the Journal May 25, page 817, as we have a similar case in Texas where wheat was bot over the telephone and confirmed by both parties. The confirmations of sellers and buyers conflicted.

When notice was served on the buyer he refused to correct his confirmation to agree with the seller's, and the seller wired he would consider that no trade had been closed. Buyer contends for the wheat on the trade as he understood same over the 'phone. Was there any trade closed?

Under Texas rules when grain is actually shipped on conflicting confirmations the buyer's confirmation governed when this transaction occurred.—H. L. Pickett.

Ans.: Confirmation is not necessary to establish a contract. Deaf and dumb persons can make a legal contract by the sign language. The courts will hold that the contract is closed when the minds of the parties meet in the same understanding, and such understanding can be reached orally or by 'phone.

After either or both parties consider the contract closed a disagreement as to its terms may arise; and if, by a study of conflicting confirmations and other testimony the jury can be led to believe that the two parties actually did not understand the same thing the court will hold there was no contract. The conflicting confirmation, however, is only one of the factors considered by the jury, and if the other party brings a preponderance of evidence to show that the other party did in fact understand the contract in the same way he did the erroneous confirmation will be rejected in favor of the one corroborated by other evidence.

This point is completely covered by the Court of Civil Appeals of Texas in the suit brot by the Walker Grain Co., of Ft. Worth, against the Denison Mill & Grain Co., of Denison, published on pages 39 and 40 of the book "The Grain Shipper and the Law." Walker contended that the 'phone conversation completed the contract and the confirmation was only for the purpose of record. The defense was that in the grain trade it is understood that no contract exists until confirmations have been exchanged. The court decided in favor of Walker.

Machinery to Clean Watermelon Seed?

Grain Dealers Journal: We would like to learn thru the Journal the names of firms making machinery that will clean and polish watermelon seeds.—Bloomfield Nursery & Seed Co., Monticello, Fla.

Right to Build Close to Right of Way.

Grain Dealers Journal: I will be pleased to know what has been the experience with elevator men in building along side of rail road property.

I wish to build coal sheds on the line of my own property but the railroad at the present time has a switch running within two feet of my line. I have asked the rail road to move their track over far enough to allow me to build on my line and give the six feet clearance which they demand. They have not consented to do this but may attend to it in time.

Could I go ahead and put up my building and compel them to move their track to give the six feet clearance?—D. S. Case, East Leroy, Mich.

Ans.: If the railroad company were a private property owner the shipper could build right up to the line; but the railroad company by statute is clothed with the power of eminent domain in order to take private property to run its tracks where desired. Therefore, if the railroad company needs 6 feet clearance it can proceed by condemnation proceedings in court to take the shipper's land before or after he erects his proposed building. For the ground so taken the railroad company will be required to pay the shipper.

Properly this is a matter that should be adjusted by amicable compromise, as being less costly to both parties, as the railroad company probably could make it worth while for the shipper to erect his building farther back.

Liability for Error in Billing?

Grain Dealers Journal: Contrary to our instructions the local agent made out B/L on a car of wheat to West Virginia to read via B. & O., when we ordered via C. & O.

On account of the delay in delivery the car was refused on arrival by the buyer and we reshipped it to Cincinnati, sustaining a loss of \$252.44.

The railroad company has refused our claim, alleging the instructions were to route via B. & O. and the B/L so routed had been signed by us. This was the mistake of the agent in making out bill. We discovered the mistake after the car had been taken out and on Sept. 8 we had the local agent intercept the car, which had been billed out Sept. 4, and he informed us Sept. 22 that Superintendent Kennedy of the C., C. & St. L. had caught the car at Shelby Sept. 9 and diverted it to C. & O. and Cincinnati routing. The delivery was made by the B. & O. at Huntington, W. Va., 14 days after loading.

Can we hold the railroad company for the agent's error?—Elroy Grain Co., Ansonia, O.

Ans.: From an inspection of the shipping bill it is difficult to determine whether the routing was intended to be via the C. & O. or the B. & O.; but the B. L. was made out via the B. & O. and signed and accepted by the shipper with this routing. It is important to know how soon the shipper discovered the mistake and what action he took with the issuing carrier to have the routing corrected. If the mistake was discovered in time so that the proper routing could have been made on the car had the railroad company used due diligence it might be that a claim would lie against the C., C. & St. L., even tho the shipper had accepted the B. L. containing the erroneous routing.

Having accepted the erroneous routing shown in the B. L. no claim against the carrier for the erroneous routing would lie.

Further information as to what steps were taken and when taken to correct the erroneous routing when discovered by the shipper might disclose circumstances such as would justify a claim for damages on account of delay.—W. M. Hopkins, Chicago, Ill.

Cash Prizes for Best Entertainment at Baltimore Convention.

As a part of the entertainment to be provided for the delegates to the twentieth annual meeting of the Grain Dealers National Association in this city, September 25th, 26th and 27th, it is proposed to give a theatrical performance on the evening of September 25th, in which the various grain exchanges are invited to participate, and furnish the entertainment.

In order that this shall be novel and unique, it will be limited to those who are engaged in the grain business, or actually in the employ of a grain house in the city they represent at the time the performance takes place.

To create the greatest interest possible, the following prizes will be offered to be competed for by the exchanges invited.

FIRST PRIZE, \$500.

SECOND PRIZE, \$300.

THIRD PRIZE, \$200.

Also proper mention of the other participants.

Each city contesting will be expected to furnish a number to run not to exceed twenty minutes in presentation. A modern and well-equipped theater has been secured. The usual stock scenery and lights will be at the service of the participants, and a full orchestra will be in attendance.

Three competent and absolutely unbiased judges will be selected, who shall award the prizes, and the decision of two of the judges will be final. Baltimore will not compete for the prizes.

All those who desire to take part in this contest must notify on or before June 30th, and as soon as the number that will participate is definitely known, complete details will be furnished to all.

Acceptance is requested on or before June 30th.

The Grain Trade's Activity.

	1915-16.	1914-15.
WHEAT CROP, U. S., bus.	1,002,029,000	891,017,000
Wheat receipts, primary markets, July 1 to June 3, bus.	494,366,000	421,079,000
U. S. wheat exports, July 1 to June 3, bus.	325,010,000	285,579,000
Argentine wheat exports, Jan. 1 to June 3, bus.	136,752,000	106,369,000
Wheat, visible supply, June 3, bus.	44,463,000	18,185,000
Canadian visible wheat supply, June 3, bus.	25,871,000	15,000,000
OATS CROP, U. S., bus.	1,317,478,000	1,241,860,000
Oats receipts, primary markets, Aug. 1 to June 3, bus.	269,787,000	249,287,000
U. S. oats exports, July 1 to June 3, bus.	100,775,000	86,208,000
Oats, visible supply, June 3, bus.	16,192,000	11,361,000
CORN CROP, U. S., bus.	3,090,509,000	2,672,804,000
Corn receipts, primary markets, Nov. 1 to June 3, bus.	170,904,000	180,796,000
U. S. corn exports, July 1 to June 3, bus.	27,332,000	37,823,000
Argentine corn exports, April 1 to June 3, bus.	174,786,000	100,281,000
Corn, visible supply, June 3, bus.	14,505,000	11,053,000
FLOUR EXPORTS, U. S., July 1 to June 3, bbls.	16,580,000	15,003,000
RYE EXPORTS, U. S., July 1 to June 3, bus.	13,945,000	12,362,000
BARLEY EXPORTS, U. S., July 1 to June 3, bus.	21,950,000	9,553,000
CHICAGO BOARD OF TRADE CLEARINGS FOR MAY	\$11,081,557	\$7,329,202

War Affecting the Grain Trade

OCEAN RATES from Atlantic ports to Marseilles, France, are the highest ever known. Charter was made at 93c per bus. This is almost equal to the rate from Argentina to Europe.

TRAMP STEAMERS for grain to England can be had at about 29c per bus., whereas two weeks or so ago the rate was 10c per bus. higher. The claim is that the British government has virtually ordered all these tramp steamers placed in service.

BLACKLISTING of several important Argentine grain firms by England because of their German connections is restricting trade according to the Buenos Aires newspapers, to a limited circle of English houses, and is alleged to be harmful to the interests of Argentina.

STERLING EXCHANGE bills drawn by merchants in countries at war with England will not be honored, as the Trading with the Enemy Act, of 1914, prohibits payment, on the ground that payment would

be for the benefit of an alien enemy. Such a case recently was so decided by the High Court. The bill had been indorsed to a firm carrying on business in a neutral country, who were refused payment on presentation.

THE GRAIN COMMISSION of Germany has announced that the reserve of bread-grain is 400,000 tons instead of 200,000 tons which was forecasted some time ago. All consumers are urged, however, to be as careful as possible, because the size of the coming harvest is dependent on the weather.

A GRAVE PROBLEM for Russian agriculture, as a result of the war, is to be found in the decrease of the area under cultivation by 10.3% in 1915, compared with that in 1913, as officially reported. The greater amount of the total crop remains within the country, however, whereas in normal times about 15% was exported, so that the present decrease cannot yet result in a shortage of bread in Russia. The constantly increasing prices of foodstuffs in the country must be attributed, in addition to the obvious consequences of the war as the depreciation of rubles, increased cost of production and difficulties of transportation, to a large extent, to widespread speculation. To do away with this legal maximum prices have been fixed recently by the Minister of Agriculture, and these prices when compared with those in 1913 show the following increase for the principal products: Wheat 54%, wheat flour 43%, rye 45%, rye flour

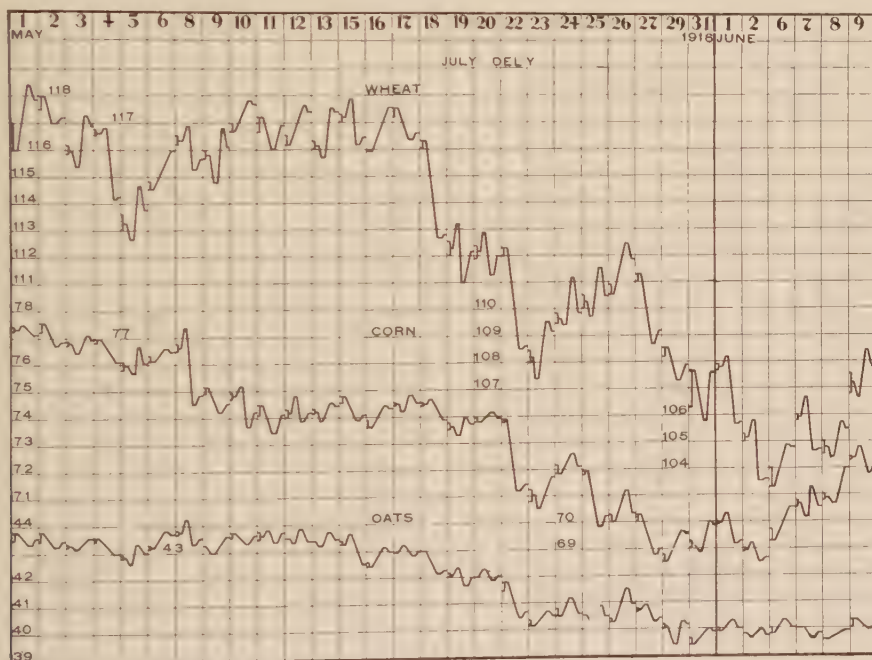
53%, barley 37%, oats 62%, buckwheat groats 74%, and millet 55%.

GRAIN for the relief of Poland is being provided to some extent by the Scandinavian countries, Norway having recently sent 1,000 bus. The situation in Poland reached a climax when food, which had been promised by the American com'ite did not arrive. Several offers to undertake the work have originated in Sweden and Norway, but both the British and the German governments have indicated a preference to have the work done by the American commission for the relief of Belgium, in the event of an agreement being reached. Such work would be entirely supervisory, as, according to the original agreement, Germany undertook to appropriate \$5,000,000 monthly to purchase food, as well as to provide for its transportation. Therefore it would not be necessary to make an appeal to the outside world for funds to feed the Poles.

THE PRESIDENT of the food regulation board of Germany, Adolph von Batocki, on May 29 announced to the ways and means com'ite of the reichstag that an appropriation bill for funds to assist the municipalities thruout the empire to organize and operate central kitchens, where food will be cooked and distributed to the people, would be submitted immediately to the reichstag. The municipality of Schoeneberg, the second largest Berlin suburb, has already arranged to feed 30,000 persons in such institutions. A similar organization for Berlin has been organized. Herr von Batocki in the com'ite declared himself optimistic with regard to the crop prospects and the outlook of additional sustenance for the people, a declaration which is supported by the highly favorable reports from all the districts in the empire.

Chicago Futures

OPENING, high, low and closing quotations on wheat, corn and oats for July delivery during May and part of June at Chicago are given on the chart here-with.



Daily Closing Prices.

The closing prices for wheat and corn for July delivery at the following markets for the past two weeks have been as follows:

	May 25.	May 26.	May 27.	May 29.	May 31.	June 1.	June 2.	June 5.	June 6.	June 7.	June 8.	June 9.
JULY WHEAT.												
Chicago	110%	111%	109%	107%	107%	105%	103%	103%	105%	104%	105%	107%
Minneapolis	115	116%	114%	112%	112%	111%	109%	109%	111%	110%	111%	113%
Duluth	115%	117	114%	113%	112%	111%	110%	110%	111%	111%	112%	114%
†Omaha	104	105%	102%	101	98%	99	98	97%	99%	100	101%	102%
St. Louis	107%	108%	105%	104%	104%	103	100%	101%	103	102%	102%	104%
Kansas City	103%	104%	102%	100%	100%	98%	96%	96%	98%	98	98%	100%
Milwaukee	110%	111%	109%	107%	107%	105%	103%	103%	105%	104%	105%	107%
Toledo	117%	118%	116	115	114%	112%	110	110	111%	111	111%	113%
*Baltimore	112%	113%	111	110%	108%	108	107	109	109	107%	106%	108%
Winnipeg	113%	115%	113%	112	111%	110%	109%	109%	111%	110%	111%	114%
JULY CORN.												
Chicago	70%	70%	69	69%	69%	69%	68%	68%	70%	70%	72	71%
Kansas City	66%	66%	65	65%	66%	65%	65%	65%	66%	67%	68%	68%
St. Louis	69%	69%	68	68%	69%	68%	68%	68%	69%	70%	71%	71%
†Omaha	68%	67%	65%	64%	65%	65%	65%	65%	66%	67%	68%	69%
*May del'y to June 1, then June.												
†Cash aver. No. 2 hard and No. 3 mixed.												

Wichita Board of Trade at Home.

Invitations have been sent grain dealers of the west by the Board of Trade, Wichita, Kan., which will hold its annual "At Home Celebration," or mid-summer convention, on June 15 and 16. L. H. Powell, pres., and J. H. Sherman, sec'y, promise a combination of serious and hilarious discussions, with all of the trimmings which go to make a successful meeting.

Addresses of welcome will be delivered by Mr. Powell and Mayor O. H. Bentley, with responses from the visiting grain men and railroad representatives.

The manager of a western carrier will discuss the "Car situation and Movement of the 1916 Crop." A terminal market receiver will speak on "The Practicability of Hedging from the Country Shipper's Standpoint."

This will end the business session for the day, the afternoon being devoted to an automobile ride, terminating at the ball park, while the evening will be spent at Wonderland Park.

The morning of the second day will be devoted to addresses by Thad. L. Hoffman of the Kansas Flour Mills Co.; D. S. Warwick of the Millers Grain Co., and representatives from Galveston and New Orleans.

Following these talks the Knockers Club and the hearing of crop reports will occupy the balance of the morning. A barbecue lunch, with a generous supply of both Bear and Bull meats, will be served at one of the parks.

The special com'ite, in charge of the convention, is composed of Paul Bossemeyer, J. W. Craig, J. R. Harold, S. P. Wallingford, T. L. Hoffman, and E. M. Kelly.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Roberts, Ill., June 3.—Oats fair in this vicinity; corn not very good; some not thru planting; some replanting account too much rain and ground in bad shape.—J. W. Zimmerman, mgr. Farmers Grain Co.

Windsor, Ill., June 8.—No wheat to speak of; very little sown; nearly all winter killed; oats and corn look fine; oats beginning to head; corn good stand; most of it plowed over; have been having good rains; too cool for rapid growth.—W. B. Wallace, Mgr. Windsor Grain Co.

Ridgefarm, Ill., May 29.—Wheat none; last year shipped 50,000 bus.; corn all planted; stand good; ground in first class condition; prospect fine; oats look good; some are thin on ground account bad seed; some too thick because farmers were afraid of seed but generally good.—Frank Jones.

INDIANA.

Macy, Ind., June 3.—Our wheat is about half crop on present acreage, which is 30% less than last year.—J. T. Crouder.

Monon, Ind., June 6.—Extremely wet during April and May and farmers are not nearly thru planting corn so that prospect for corn crop in this section of country is very poor.—C. M. Horner, prop. Monon Mill & Elevtr.

IOWA.

Mingo, Ia., May 20.—Oats look fine; some winter wheat; about 50% crop; corn is about all planted; coming up slowly.—C. M. Nutter, agt. Clark Brown Grain Co.

Des Moines, Ia., June 6.—On June 1 condition of corn 84%; oats 98%; spring wheat 95%; winter wheat 78%; barley 97%; rye 92%; flax 92%. Much damage in northeastern counties past week by excessive rains, but weather generally favorable thru state for field work; replanting and cultivation of corn progressing rapidly; stand of corn varies from poor to good; small grain continues in good condition; winter wheat heading in central sections.—Iowa Section, Weather Bureau, U. S. Dept. of Agriculture.

KANSAS.

Elyria, Kan., June 7.—Crops are fair on an average.—Agt. Colburn Bros.

Saxman, Kan., June 3.—Some few fields of fair looking wheat this year but good ones are the exception; estimate a 10-bu. yield; green bugs damaging oats a great deal; crop will be light.—E. S. Leonard Grain Co.

Osborne, Kan., June 7.—Wheat being damaged by dry weather; ground getting dry and hard; has been cool and is blowing a regular gale from northwest today; think wheat will make 10 to 12 bus.; many fields very thin on ground; heads short, especially on upland; harvest probably will begin in 3 weeks.—Geo. Hibbs, mgr. Solomon Valley Mfg. Co.

Kansas, June 1.—Reports from 900 grain dealers operating 1,154 elevtr. and mills in this state show: wheat acreage sown 8,626,783 acres; lost 702,830 acres; estimated yield 93,154,877 bus. Heavy rains over southwestern Kansas yesterday and day before; moisture is ample at present over most of state, tho insufficient in northwest Kansas where crop is going back; harvest will be from one to 2 weeks late; average yield per acre 11.7 bus.; this low yield due to poor seed bed to start with, perhaps poorest seed ever sown in this state; hessian fly did much damage in big central belt; final yield as always depends on weather conditions till crop maturity.—Allen Logan, of Logan Bros. Grain Co., Kansas City, Mo.

Price sta. (Sabetha p. o.), Kan., May 26.—Wheat not over 60% full crop; best fields, according to reliable reports, are badly infested with fly; corn nearly all planted; weather wet but warm last few days; much replanting account wire worms and weather; about 80% crop; oats fine; about 90%; the 1915 corn that is being shelled is very tough.—M. J. Steiner.

MINNESOTA.

Franklin, Minn., June 7.—Small grain looks fine; corn very backward; too wet and cold for it.—J. Devereaux, mgr. Franklin Independent Elevtr. Co.

Westbrook, Minn., May 25.—Hardly any wheat sown; all winter wheat killed; much damage to rye; crop prospect poor; too wet and cold; corn planting just starting.—J. J. Christy.

Minneapolis, Minn., June 7.—Grain crops delayed by cold and cloudy weather with some hard rains and showers; small grain has developed good roots and stood well; now needs warm weather to increase top growth; rye in southern Minnesota and South Dakota is heading; while straw is short, it is thick on ground; corn planting will be finished this week; many fields had to be replanted in low spots; corn backward and considerable of ground intended for it will be sown to flax; corn acreage will show a decrease compared with last year; flax and barley acreage will be considerably increased.—Van Dusen Harrington Co.

MISSOURI.

Steedman, Mo., June 5.—Will only have half crop.—Becker & Son.

Columbia, Mo., June 3.—Corn 82% planted; compared with 91% a year ago and 86% the 10-year average; stand 89%; condition 84%; soil condition 84%; preliminary estimated acreage 101.6%; compared with 7,218,500 acres in 1915. Wheat condition 57.2%; compared with 62.8% a month ago and 69.8% a year ago, the 10-year average is 77.7%; hessian fly and winter killing responsible for damage; harvest will be a week or 10 days later than usual; acreage as well as yield will be small; original acreage of 1,959,200 acres was 17.3% less than for preceding year; reports are that 19% of this has been planted to other crops; estimated yield about 15,000,000 bus. Oats with favorable season from now until after harvest, will be best Missouri has had for several years; present condition 88%; compared with the 10-year average of 74.6%; acreage about 1,050,000, or practically same as 1915. Rye condition 84%; barley 83%.—State Board of Agriculture.

MONTANA.

Buffalo, Mont., June 7.—Crop backward; weather cool; some are still seeding spring wheat; winter wheat all frozen out except occasional field which was put into stubble ground last fall.—A. O. Nicolls.

Great Falls, Mont., June 2.—Prospect never better; much rain which gave spring wheat good start; thousands of acres of winter wheat which had been winter killed have been resown in spring wheat; indications are that this wheat will do well; moisture has gone deep in ground; tho not up as high as usual at this time, farmers are optimistic and preparing for bumper yield.—A. J. Breitenstein, sec'y Commercial Club.

NEBRASKA.

Ragan, Neb., June 7.—Wheat acreage 25% less than last year; prospects for about 75% of last year's yield per acre, due mostly to poor seed bed; corn 3 weeks late; mostly just coming up; about 40% had to be replanted outright; some yet to plant; oats acreage small; look good.—Farmers Grain & General Shipping Ass'n.

Liberty, Neb., June 3.—Crop conditions just fair; wheat will be about 75% crop; corn planting very late owing to excessive rainfall and cool damp weather; will give a very poor stand; farmers behind with their work; just enuf oats grown here for feed; quality of 1915 wheat being held is mostly No. 4 and sample.—G. W. Hageman, mgr. Liberty Grain Co.

Lincoln, Neb., May 23.—Prospect for most crops in this section very bright at present; have had about 3 weeks of rainy, cloudy weather and during that time our wheat went from very poor prospect to good one. Most corn has been planted but number of fields show poor growth account cold damp weather; likely that much replanting will have to be done.—E. S. Gunn, of Gunn Seed Co.

NEW MEXICO.

Melrose, N. M., June 3.—Very dry here; early wheat will be ready for harvest about June 20; about half crop; later wheat will depend on future rains; acreage about twice last year; we can expect more wheat this year despite drouth.—Robert Stone.

NORTH DAKOTA.

New Salem, N. D., June 3.—Having cold spring, but we have had plenty of rain and wheat, oats, barley and flax show good prospect for crop.—G. W. Nason, agt. Occident Elevtr. Co.

OHIO.

Toledo, O., June 6.—Wheat acreage small in this section but what there is looks good.—Henry Hirsch.

Toledo, O., June 6.—I drove 300 miles thru northern Indiana and Ohio and found wheat in excellent condition.—F. O. Pad-dock.

Columbia, O., June 1.—Wheat prospect compared with normal is 68% against 65% last month and 99% one year ago; acreage 1,592,229 acres against 1,828,267 acres; acreage abandoned 14,877 acres against 2,116 acres last year. Oats prospect 83% against 92% one year ago; rye 79% against 94% last year; winter barley 77% against 96% last year; spring barley 86% compared with 95% one year ago. Wheat generally poor; stand thin; estimated yield 10.2 bus. per acre; oats estimated total yield 19,668,566 bus.—Board of Agriculture.

OKLAHOMA.

Texola, Okla., June 3.—Wheat will make half crop; oats almost complete failure.

Cleora, Okla., June 5.—All crops look good; plenty of rain; no insects to speak of.—Earl Worl, pres. Cleora Grain Co.

Moore, Okla., May 26.—Wheat only in fair condition account farmers planting poor seed; needs rain badly at present.—Eugene Wynd.

Medford, Okla., June 7.—Had good rain; wheat will make about 10 bus.; corn and oats have suffered from green bugs, which also hurt the late wheat.—Falkenberg & Co.

Talhequah, Okla., May 26.—Wheat acreage 90% of last year; stand thin; condition 90%; oats acreage 110%; stand fair but straw is short; had too much rain.—J. W. McSpadden.

Medford, Okla., May 29.—Had good rain May 28 which I think will be sufficient to fill wheat; acreage not as large as normal; will probably be good quality; yield light.—R. F. Montgomery, agt. Deer Creek Elevtr. Co.

Miami, Okla., June 1.—Wheat and oats very bad here; will probably get about 30% of average crop; same condition in southern Missouri and as far south as Tulsa, Okla.—E. D. Morris, sales mgr. Miami Flour & Feed Co.

Oklahoma City, Okla., June 1.—Wheat growing condition 64%, which is 14% below April and 16% below condition on same date in 1915; about 21% abandoned account poor stand and damages; corn growing condition 75%; oats 61%; about 26% corn and 25% oats abandoned; hessian fly damaged 2% oats and 3% wheat; green bugs damaged 17% oats and 8% wheat.—State Board of Agriculture.

Enid, Okla., June 7.—Had 5-in. rain on June 4, accompanied by a severe wind storm, but no damage. The storm of May 28, which was accompanied by a good deal of hail, damaged considerable wheat in the vicinity of Carrier and Lahoma. Dealers thruout state estimate wheat crop as low as 15,000,000 bus.; some think about 18,000,000 bus. for state.—W. M. Sloan, with Goffe & Carkener, St. Louis, Mo.

SOUTH DAKOTA.

Wecota, S. D., May 30.—Crop looks fine; heavy rain today; farmers breaking ground for flax.—W. G. Brant, agt. Pacific Elvtr. Co.

Corson, S. D., June 7.—Small grain looks good; rather cool for corn; in some places stand is thin.—J. A. Simenson, agt. Corson Elvtr. Co.

TEXAS.

Amarillo, Tex., June 6.—Having thunderstorms tonight; dealers think it will help wheat and oats.—G.

Wichita Falls, Tex., June 1.—Crop prospects not extra good.—O. P. Maricle, prop. Maricle Feed & Fuel Co.

Decatur, Tex., May 30.—Wheat crop extremely short; about 50% crop; oats and corn will be good.—Lillard Mlg. Co.

Pampa, Tex., June 3.—Wheat will only be 20% crop of last year; will be less if we do not get rain soon.—L. C. McMurtry.

Wichita Falls, Tex., June 1.—Excellent prospect; improved 15% since last rain; acreage about same as last.—Wichita Mill & Elvtr. Co.

Temple, Tex., May 30.—Oat crop in fine condition; yield will be large; more wheat than ever before; condition good.—Lillard Mlg. Co., Decatur.

Dallas, Tex., May 25.—In passing thru Wichita County I found farmers harvesting a good stand of barley. This is an unusually early cutting.—Claud Mayer.

Weatherford, Tex., May 31.—Crop conditions in this vicinity good; wheat will be about 90% of normal; oats about 80%; corn acreage about 25% greater than last year; condition 100%.—H. J. Bradfish.

Carlton, Tex., June 2.—Grain crops good; oats acreage increased; condition 100%; Texas red rustproof oats predominates; grades will run usually No. 2; harvest has begun and threshers will start soon; there are large portions of Texas and Oklahoma where oats will be short crop.—B. E. Miller, of B. E. Miller Seed Co.

THRU RATES of 11.2c a hundred lbs. of grain for export from Cincinnati to gulf ports have been authorized by the Interstate Commerce Commission.

THE RECORD DISCHARGE of grain cargoes at the port of Liverpool was in the case of the steamer Sir W. T. Lewis, which discharged a cargo of 5,425 tons of wheat at the Birkenhead grain warehouses from the 26th to the 29th of April, 1911. The work was completed in 28 hours, which works out at an average rate of 194 tons per hour.

FLAX GROWING in Canada is commanding considerable attention from flax experts of the Dominion government, and recently plans have been made for a flax mill, costing \$100,000 to be located at Ottawa and used entirely for experimental purposes. G. G. Bramhill, Dominion flax official, says the new mill will be modern in every way. The object of erecting the mill is to locate in Canada the best districts adapted to flax growing. One acre plots will be established in different parts of the country and the crop from these will be taken to Ottawa and the quality of fibre produced will be carefully tested. A 20 acre experiment station is to be maintained at Ottawa. At the present time it is estimated that 9/10 of the flax grown in Canada comes from western Ontario and that the fibre is equal in quality to that produced in Ireland, from which the world-famed linen is being manufactured. This work is being done entirely by the Dominion government in the special interests of the flax growers. It will at the same time be of benefit to the mill owners and help to an unlimited extent in promoting the flax industry to its highest efficiency in Canada.

Government Crop Report.

Washington, D. C., June 8.—The crop reporting board of the Bureau of Statistics of the Dept. of Agriculture makes the following report of the acreage and condition of the crops on June 1:

	Condi-	*Total	
	*Acres.	tion.	bus.
Winter wheat...	33,020	73.2	469,000
Spring wheat...	17,851	88.2	246,000
All wheat...	50,871	77.7	715,000
Oats	40,599	86.9	1,255,000
Barley	7,757	86.3	189,000
Rye	2,929	86.9	44,000

*000 omitted.

Winter wheat shows a big reduction in acreage from the 40,453,000 acres of last year. Its condition is lower than a year ago by 9 per cent. In the principal states the condition and probable yield are:

WINTER WHEAT.

	Cond. Yield.		Cond. Yield.		
New York...	89	7,843	Kansas ... 70	100,514	
Penna.	90	24,412	Kentucky ..	72	9,631
Maryland ..	87	10,301	Tennessee..	80	9,286
Virginia ...	88	17,149	Texas	58	9,618
N. Car.	83	9,811	Oklahoma ..	58	27,255
Ohio	67	19,958	Montana ...	70	9,744
Indiana	60	18,474	Colorado ...	84	6,901
Illinois	53	16,628	Utah	84	5,482
Michigan ...	77	12,014	Idaho	83	8,451
Iowa	75	6,250	Wash.	75	14,574
Missouri ...	58	19,453	Oregon	85	11,354
Nebraska ...	89	62,732	California..	68	4,377

Spring wheat acreage is reduced from the 19,445,000 acres sown last year, and its condition is 6.7% under that of June 1, 1915. The condition in Minnesota June 1 was 89% and the estimated yield 58,523,000 bus.; in North Dakota 86% and yield 79,356,000; in South Dakota 95% and yield 46,170,000; and in Washington 80% and yield 14,650,000 bus.

Oats acreage is slightly under the 40,780,000 sown last year when the condition June 1 was 92.2%. In the principal states the condition and estimated yield in bushels, three 000 omitted, are as follows:

OATS.

	Cond. Yield.		Cond. Yield.		
New York...	83	35,535	Missouri ...	88	55,398
Penna.	88	34,551	N. Dak.	89	70,689
Ohio	84	58,412	S. Dak.	94	52,773
Indiana	87	58,006	Nebraska ...	92	66,063
Illinois	92	164,606	Kansas	75	41,667
Michigan ...	86	45,280	Texas	71	29,354
Wisconsin..	93	77,501	Oklahoma ..	47	17,750
Minnesota..	91	108,384	Montana ...	89	28,259
Iowa	95	174,472			

Rye shows a condition of 86.9 per cent of a normal, compared with 88.7 on May 1 this year, 92.0 on June 1 last year and 90.2, the ten-year average. Indicated yield 16.0 bu. per acre, compared with 17.2 last year and 16.3 bu. the 1910-14 average.

Barley acreage is in excess of last year's 7,395,000, but its condition is under the 94.6 reported a year ago. For the principal states the condition and estimated yield June 1 in bushels were:

BARLEY.

	Cond.	Yield.		Cond.	Yield.
Wisconsin..	94	19,430	Colorado ..	89	4,454
Minnesota..	91	35,823	Idaho	87	6,680
Iowa	95	9,390	Wash.	86	6,318
N. Dak.....	87	32,886	Oregon	89	4,133
S. Dak.....	94	18,612	California..	72	29,082
Kansas	74	4,884			

30,000 Bu. Elevator at Hamlet, Ind.

The Hoosier State is building many new elevators each year, and each season builds them larger and better. They are more completely equipped with all the latest and best mechanical facilities for the rapid handling of grain. The convenience not only of the operator, but also of the farmer, is given every consideration.

The new 30,000 bu. elevator of the Hamlet Grain Co., at Hamlet, Ind., has just been completed. The company is formed of men of long experience in the grain business, who are well known to the trade. H. P. McDonald will act as manager of the elevator and reside in Hamlet. The Hamlet Grain Co. is the successor of the Farmers Elvtr. Co., which lost its plant by fire last year, and inasmuch as the farmers did not care to continue the business, they sold their interest to the new company.

The elevator is designed especially to handle grain rapidly and to prepare it thoroly for profitable marketing. It is one of the few new country elevators which have been equipped with a drier, but every grain dealer knows that one season of damp grain will return the cost of the drier and a good profit on the investment.

The elevator contains a 1,500-bu. shell-er, a 1,500-bu. Invincible Corn Cleaner and a 1,500-bu. Invincible Wheat Cleaner, a Hall Distributor, a manlift and a 700 bu. hopper scale. The wagon scale is equipped with a recording beam. The drier, which is located between the power plant and the elevator, has a maximum capacity of 250 bus. per hour. In the driveway, which has an easy approach, are three dumps. Two of the legs are equipped with large buckets and one with medium size.

Each of the bins has storage capacity for 3,000 bus., and the corn crib adjoining the elevator has storage room for 8,000 bus. of ear corn. The brick power house is equipped with a 100 h. p. boiler and a 75 h. p. engine. The plant is one of which the company is justly proud, and no doubt the operator will take great pleasure in operating it.

THE SWISS GOVERNMENT, according to an official announcement made April 28, until further notice will sell corn in wagonload lots (10 metric tons of 2,204.6 lbs.) at 35 francs per 100 kilos (\$3.06 per 100 lbs.) with or without bags, f. o. b. buyer's destination, against cash payment.



Hamlet Grain Co.'s 30,000-Bu. Elevator at Hamlet, Ind.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

ILLINOIS.

Windsor, Ill., June 8.—Some corn and oats yet to be marketed.—W. B. Wallace, mgr. Windsor Grain Co.

INDIANA.

Boonville, Ind., June 7.—Very little grain being shipped at this time.—Boonville Mfg. Co.

KANSAS.

Price sta. (Sabetha p. o.), Kan., May 26.—No movement of corn or wheat; estimate about 25% of 1915 crop in first hands.—M. J. Steiner.

Saxman, Kan., June 3.—Less wheat in first hands at this date, in our territory, than for years, account low grade of last year's crop.—E. S. Leonard Grain Co.

Kansas, June 1.—About 6.4% of old wheat back on farms, and 1,154 elvtrs. and mills hold 6,675,000 bus., making about 13,391,000 bus. in Kansas in first and 2d hands.—Allen Logan, of Logan Bros. Grain Co., Kansas City, Mo.

NEBRASKA.

Davenport, Neb., May 17.—Grain movement quiet.—Farmers Shipping Ass'n.

Liberty, Neb., June 3.—Great deal of 1915 wheat still in farmers hands; being held for \$1; high market of a year ago made farmers here foolish; considerable 1915 corn still in farmers hands; expect with present prospect for new crop and reserve in farmers bins much will be moved.—C. W. Hageman, mgr. Liberty Grain Co.

OKLAHOMA.

Orlando, Okla., May 8.—Some wheat and oats still in farmers' hands.—P. J. Meagher.

SOUTH DAKOTA.

Wecota, S. D., May 30.—Nearly all grain out of farmers hands.—W. G. Brant, agt. Pacific Elvtr. Co.

Wheat Movement in May.

Receipts and shipments of wheat at the various markets during May 1916, compared with May 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Winnipeg	26,426,400	5,443,875		
New York	18,353,300		15,701,785	2,222,510
Minneapolis	7,539,260	5,882,930	2,029,810	975,470
Baltimore	5,165,982	1,000,054	5,425,891	2,971,350
Kan. City	4,969,350	3,370,950	3,144,150	1,607,800
Chicago	3,738,000	4,495,000	2,890,000	1,484,010
Omaha	2,968,800	1,054,800	2,296,800	918,000
St. Louis	2,276,710	1,330,689	1,607,800	1,484,010
Wichita	1,866,600	940,400	975,600	526,000
Duluth	1,729,786	1,288,574	7,019,729	3,547,011
Toledo	1,529,900	150,000	174,200	202,300
Detroit	340,000	116,000	165,000	152,000
Cincinnati	329,637	242,082	196,765	214,575
Milwaukee	213,150	458,750	205,651	224,322
Indianapolis	146,000	80,000	26,000	60,000
N. Orleans			1,981,297	1,610,524
Galveston			1,354,654	2,260,800

Barley Movement in May.

Receipts and shipments of barley at the various markets during May 1916, compared with May 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Minneapolis	1,983,420	942,860	1,961,320	977,350
Chicago	1,922,000	1,151,000	1,037,000	395,000
Milwaukee	1,181,140	582,200	420,595	268,386
New York	1,358,700		1,094,169	
Winnipeg	699,300	83,200		
Baltimore	367,514	58,054	430,286	
Duluth	255,638	190,776	845,421	256,494
Kansas City	131,600	88,200	205,800	96,600
Cincinnati	32,205	22,270	4,008	4,208
St. Louis	27,200	70,200	9,160	24,710
Omaha	18,200	39,200	27,000	6,000
Toledo	3,000			
New Orleans			20,571	
Detroit		1,000		1,400

TEXAS.

Carlton, Tex., June 2.—Threshing will begin about June 15 and I think oats will be sold freely; we will move most of our grain as it comes in account lack of storage room.—B. E. Miller, of B. E. Miller Seed Co.

YOUR TRADE JOURNAL is a light house on the rocky shore of failure.

PROVISION for an investigation and report to Congress of a preliminary plan for a system of national highways by the Corps of Engineers of the army is made in a joint bill now pending before the Senate and House Committees on Military Affairs. The bill was introduced in the Senate by Senator John A. Shields of Tennessee and in the House by Rep. John H. Small of North Carolina.

GRAIN EXPORTED from Boston for the week ended May 13 aggregated 1,160,873 bus. of wheat, and 175,000 bus. of oats. The oats were taken to St. Nazaire by the steamship Southerndown. The wheat was apportioned as follows: Steamers Pruth and Swift Wings for Liverpool, 343,395 bus.; Etonian, also for Liverpool, 140,000 bus.; Orpheus for London, 142,873 bus.; Pomeranian for Glasgow, 56,000 bus.; Romanby for Swansea, 209,605 bus.; and Haigh Hall for Naples, 269,000 bus.

Rye Movement in May.

Receipts and shipments of rye at the various markets during May 1916, compared with May 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Baltimore	1,044,583	441,417	1,004,597	770,800
Chicago	257,000	131,000	247,000	153,000
Minneapolis	786,950	97,600	165,150	71,750
Milwaukee	168,400	54,280	227,305	60,180
Duluth	71,570	45,449	47,267	41,322
New York	53,750		124,596	
St. Louis	48,400	10,100	54,650	1,000
Detroit	26,000	16,000	43,000	4,000
Cincinnati	25,400	29,469	17,948	17,700
Omaha	18,200	20,900	51,000	32,000
Indianapolis	11,000		5,000	2,000
Toledo	8,000	5,000	7,500	8,000
Kansas City	7,700	15,400	28,600	19,800

Corn Movement in May.

Receipts and shipments of corn at the various markets during May 1916, compared with May 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago	7,210,000	4,267,000	5,422,000	5,240,000
Baltimore	2,715,629	1,512,649	2,883,708	1,019,027
St. Louis	2,016,490	1,338,810	1,135,510	1,072,370
Kansas City	1,841,250	1,182,500	3,355,000	1,346,000
Indianapolis	1,177,900	868,000	755,000	452,000
Omaha	1,552,800	1,424,400	1,795,200	2,292,400
Cincinnati	679,881	535,204	277,687	519,370
New York	675,000		442,398	
Milwaukee	373,800	787,400	861,874	585,190
Detroit	351,000	190,000	299,000	193,000
Toledo	301,200	400,800	214,000	262,800
Minneapolis	238,000	612,270	363,950	1,546,490
Wichita	172,800	75,800	87,000	61,500
Duluth		216,935		88,379
New Orleans			553,588	253,550
Galveston			211,804	

Oats Movement in May.

Receipts and shipments of oats at the various markets during May 1916, compared with May 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago	13,351,000	5,526,000	12,539,000	10,397,000
Winnipeg	10,897,500	965,700		
Baltimore	5,981,045	1,488,719	4,043,541	1,964,437
New York	3,990,000		1,864,685	
Milwaukee	3,655,360	1,342,770	5,771,365	1,928,003
Minneapolis	2,212,630	654,450	4,343,030	1,544,470
Indianapolis	1,755,000	347,000	412,000	257,000
St. Louis	1,290,300	1,32,200	809,730	1,553,600
Omaha	935,000	578,000	805,500	847,500
Cincinnati	775,482	302,701	761,520	228,177
Detroit	471,000	193,000	108,000	31,000
Toledo	415,300	1,272,800	252,100	1,577,400
Duluth	390,154	116,636	847,794	794,939
Kansas City	214,200	443,700	351,000	525,000
Wichita	7,000	30,600	5,000	25,000
New Orleans			7,590	99,850

Grain Exports Heavy

FOREIGN STEAMSHIPS carrying grain recently cleared from Philadelphia are the Italian steamer Fede for Civita Vecchia, Italy with 175,172 bus. of wheat, and the French steamer Conde, which carries 277,348 bus. of wheat.

THE STEAMER Leevs City left Portland, Me., recently loaded with 239,360 bus. of wheat for St. Navarre in France. She was followed by the Glensloy with 221,000 bus. of grain for Leith, Scotland. The steamship Ruperra is docked at Baltimore to load grain for Europe.

THE FIRST CARGO OF GRAIN ever carried by barge from the United States to Europe left Philadelphia recently in tow on the barge Poilu, which will be towed to its destination by a powerful seagoing tug, the Charles F. Mayer. The barge is loaded with 63,000 bus. of wheat.

THE MAY EXPORT of grain from the port of Boston, it is estimated will pass the 5,000,000 bus. mark, and that as much, if not more, will be sent abroad from there during June, is the general prediction. Close to 20,000,000 bus. of grain will have been sent to Europe from Boston in the period from Jan. 1 to June 30.

GRAIN EXPORTS from Boston for the week ending June 3 amounted to approximately 1,500,000 bus. Sailings were as follows: The Luceric, for St. Nazaire, 400,000 bus. of oats; the Sachem, for Liverpool, 100,000 bus. of wheat; the Kansas, for St. Nazaire, 180,000 bus. of oats; the Thistleard, for London, 186,000 bus. of wheat; the Luigi, for Italian port, 178,000 bus.; the Theseus, for a French port, 550,000 bus. of oats; the Algol, for Manchester, 16,000 bus. of wheat; the Colonian, for London, 80,000 bus.; the Devonian, for Liverpool, 218,000 bus.; the Armino, for St. Nazaire, 280,000 bus. of oats.

AMONG THE SHIPMENTS of grain from Portland, Me., for the week ending May 13, which totaled nearly 1,500,000 bus., was one of the largest cargoes that has left during the season, taken by the English steamer Ascension de Larranaga for London with 417,157 bus. of oats. Seven steamers left during the week, viz., the River Orontes for London with 250,000 bus., the Eridania for Cagliari with 163,000 bus., Mare Mediterraneo for Cetta with 138,666 bus., the Saxon Monarch for London with 138,300 bus., the Venus for the same port with 176,000 bus., and the Italian steamer Alberto Treves for a port on the west coast of Italy.

Exports of Grain Weekly.

	Wheat.		Oats.	
	1916.	1915.	1916.	1915.
Jan. 1	7,256,000	5,807,000	2,192,000	717,000
Jan. 8	8,322,000	7,362,000	1,308,000	124,000
Jan. 15	7,890,000	7,062,000	2,095,000	859,000
Jan. 22	7,247,000	5,664,000	1,568,000	1,474,000
Jan. 8	6,848,000	5,889,000	1,739,000	779,000
Jan. 15	5,966,000	6,332,000	2,086,000	1,289,000
Jan. 22	7,141,000	4,422,000	1,745,000	2,002,000
Jan. 29	7,636,000	4,522,000	2,510,000	2,072,000
Feb. 5	6,873,000	4,977,000	2,118,000	2,152,000
Feb. 12	8,046,000	6,795,000	2,010,000	1,879,000
Feb. 19	6,490,000	7,128,000	2,635,000	1,730,000
Feb. 26	6,450,000	4,853,000	2,104,000	2,412,000
Mar. 4	6,822,000	5,805,000	2,633,000	1,116,000
Mar. 11	7,415,000	4,206,000	1,834,000	1,607,000
Mar. 18	7,389,000	4,071,000	3,424,000	1,364,000
Mar. 25	7,449,000	5,034,000	2,581,000	3,214,000
Apr. 1	5,944,000	7,082,000	2,797,000	3,168,000
Apr. 8	6,701,000	4,500,000	2,695,000	2,399,000
Apr. 15	6,708,000	4,915,000	2,107,000	4,141,000
Apr. 22	7,163,000	7,537,000	1,554,000	5,137,000
Apr. 29	5,660,000	5,563,000	3,268,000	4,414,000
May 6	7,630,000	3,906,000	2,448,000	2,060,000
May 13	6,876,000	5,476,000	3,915,000	2,754,000
May 20	6,580,000	5,412,000	5,143,000	2,795,000
May 27	10,978,000	4,324,000	4,783,000	4,727,000
June 3	8,662,000	3,500,000	3,367,000	1,105,000
July 3 to				
June 3	324,821,000	286,931,000	109,345,000	90,591,000

Texas Grain Dealers Meet at Fort Worth

The 19th annual meeting of the Texas Grain Dealers Ass'n was held at the Chamber of Commerce, Ft. Worth, May 26 and 27. Attendance of dealers was a little below normal, but the difference was fully offset by the many railroad and supply men registered. The members gathered this year principally to determine why the proper precautions were not being taken at Galveston to guard against further possible damage to their grain by storm, and they have at least the satisfaction of knowing that they set the railroads to thinking seriously of the matter.

Every session was filled with lively discussion, amounting practically to debates.

Pres. W. W. Manning of Ft. Worth called the convention to order at 10:30 o'clock Friday, and after invocation by Dr. L. D. Anderson of Ft. Worth the dealers were welcomed to the city by C. McCaleb, criminal state's attorney. It was a royal welcome, the speaker announcing that all police courts had been adjourned during the grain men's stay in the city and that he would refuse to prosecute a grain man, regardless of offense.

B. E. Keith, pres., Chamber of Commerce, followed that welcome with another, equally as sincere, but, like all good presidents of such organizations, he could not refrain from telling the visitors all about their industrious Texas city.

L. G. Belew, Pilot Point, was asked to respond for the Ass'n, and, after a few illustrations in which he referred to himself as the "goat," he paid as many compliments to Ft. Worth as the other speakers had paid the visitors. He also complimented the grain trade of the city on the contemplated terminal elevator for Ft. Worth.

J. B. Hynes of the Chamber of Commerce asked all visitors, whether grain, railroad or supply men, to be present at the Chamber for a Dutch supper to be followed by a vaudeville entertainment at 7:30 o'clock.

Telegrams of congratulation and regrets at enforced absence were read by Sec'y Dorsey, after which the president announced that he would make no address.

Lee G. Metcalf, Illiopolis, Ill., pres., Grain Dealers National Ass'n, was introduced by Sec'y Dorsey as a royal good Democrat and a gifted orator. To make good Mr. Metcalf opened his address with several stories concerning Texas and Texas people, but within a few moments he turned to the National Ass'n. He said:

Your sec'y was one of the first men to suggest arbitration, and the result is that now a man in Portland, Ore., can try a case against a man in Portland, Me., with absolute confidence that it will be acted upon intelligently and honestly.

The National Ass'n is working for uniform rules. A grain man familiar with the rules of one market may be unfamiliar with the rules of another market. If we can bring the big terminals of this country into a conference with our trade rules com'te we shall have started a great reform.

The National Ass'n has been called into conferences on Bs/L and legislative matters. The time is coming when the great business men of this country will pay more attention to the golden rule than the golden dollar; it is not so much how

much money we have, but how we made it.

After extending an invitation to the Texas dealers to attend the national convention at Baltimore, Pres. Metcalf closed his talk with the remark that it is the first duty of an elevator operator to join his state association.

T. F. Connally reported for the Arbitration Com'te as follows:

Report of Arbitration Com'te.

During the year there were submitted for arbitration 58 cases, involving \$8,057.56
The Arbitration Com'te considered and passed on 29 cases, involving 2,415.67
Refused to arbitrate 4 cases, involving 471.81
3 cases were compromised and settled or paid in full after having been filed for arbitration amounting to 426.12
3 cases were appealed to the Executive Com'te and 8 of them passed upon by that Com'te, sustaining the Arbitration Com'te in their decision in 4 cases, and reversing and rendering in 4 cases.

Leaving 15 cases on the docket amounting to 4,744.07

We regret that we are forced to make the same complaints about the litigants that were made last year. It is too often the case that too much delay is taken either by plaintiff or defendant in filing the necessary papers, so that the Com'te can act on the cases promptly.

We find at the last sitting of the Com'te a number of cases had been filed in which either the defendant or plaintiff had not furnished a complete set of papers, thereby asking for some time and a postponement of the cases, especially in one case where the plaintiff had traveled some 500 miles to personally appear at the hearing, although the defendant had had two months notice, he had not exercised due diligence to prepare his defense, and therefore asking for a continuance of the case.

We do not think this is fair to the Com'te, to the plaintiff or to the Ass'n, as the members of the Com'te have left their business and their homes and have come to hear the cases, and the litigants should be ready with their papers so the business could be dispatched rapidly.

We recommend some needed changes in the trade rules, but, as the Trade Rules Com'te have this matter in hand, we will not mention them at this time.

L. G. Belew, reporting for the Tri-State Board, said:

We have had ten or twelve cases hanging fire for the last year or two on which we have accomplished little. At our last meeting we passed a good many rules, which will be issued in circular form. One of these provides that we will not try a case unless the request is accompanied by a certified check.

Appointment of com'tes resulted as follows:

Trade Rules: T. F. Connally, R. F. Merrill and J. E. Bishop.

Constitution and By-laws: T. G. Moore, J. V. Neuhaus, and E. Bladsl.

Resolutions: B. E. Clement, J. A. Hughes and F. M. Duncan.

Session adjourned.

Friday Afternoon Session.

The afternoon session was devoted to a general discussion of evils and abuses in the grain trade, with recommendations for remedies where possible. C. Taylor, of Corpus Christi, recommended that account sales be rendered within thirty days after cars have been unloaded, where destination grades govern final settlements.

L. G. Belew: I move that this ass'n

pass a rule compelling Consignees shall render an outturn within ten days from the time of unloading. (No action taken.)

Sec'y Dorsey: The railroads are taking an undue advantage of us in the matter of claims. The Interstate Commerce Commission, in a recent ruling has eliminated the four months clause, substituting two years. If a shipment is damaged while being loaded, while in transit, or while being unloaded, it is not necessary to file a claim within four months, as the railroads would have you believe, but the time is still two years. Do not let the railroads tell you different.

John A. Mugg: It is not possible to set a time for the rendering of account sales. If I delay an account sales, thereby injuring the shipper, I must suffer the consequences. The middleman should have at least a few days in which to make this account sales. We cannot bind non-members in this matter, but we can educate them to the point where they make good competition.

A. F. Richter, Greenville: Shippers should invoice their grain more correctly. They often ship 56-lb. wheat and bill it as No. 2, many times collecting for it as No. 2. We should ship our grain only to men whom we know are honest, and bill it correctly. Otherwise it will be necessary to ask shippers to leave a margin.

The mention of a margin to be left by shippers with receivers introduced a new discussion, every receiver believing that this would result in better business conditions. The shippers, on the other hand, objected strenuously, many reporting that where ten, twenty of thirty dollars had been left as a margin, the money had never been accounted for. It was finally agreed that shippers of grain, when making draft, should attach to those drafts, statements to the effect that to the best of their knowledge and belief, the cars contained a certain number of pounds of a certain grade of grain.



J. N. Beasley, Amarillo, Pres. Texas Ass'n.

Sec'y Dorsey: It might be well to adopt a trade rule charging 10% on all over-drafts. While the receivers do not generally object to being out the amount of the over-draft for three or four days, it is not right that they should be asked to advance this money on every shipment.

A. C. Waters, San Angelo: We should adopt a rule making it compulsory for the unloader of grain to report the condition of the car on arrival when he makes his returns. This would help force the railroads to pay promptly a claim. Reports should also show the seal records.

The next subject introduced was the treatment of claims by railroad companies. It was brot out that the favorite way of inspecting cars in the southwest was to have a railroad employe run down one side of a freight train and back on the other, tapping each wheel with a hammer. By tapping the wheels, the roads had found less leakage developed than if the boxes were given a sound hammer test. It was suggested that if the railroads were too poor to pay claims for shortage, it might be well to give them an increase in rates, but this suggestion was quickly ruled down.

Sec'y Dorsey: A friend of mine, Al Butts, a railroad man whom you all know, has told me that more than 50% of all cars, new and old, show a leakage on their arrival at New Orleans.

J. D. Quick, Lubbock: We should have a rule prohibiting the buyer of grain from diverting a car after it has been rejected at one place, without consent of the seller. Such action robs the shipper of his right to divert the car to a point which he may select.

The next recommendation was the adoption of a rule for a 30-day limitation on demands for arbitration. This also was ruled down, inasmuch as many firms pay their expense bills only every 30 days.

A. M. Ferguson, Sherman: We would do well to adopt the 100-lb. system instead of uneven weights. In other words, using the cental system, instead of the bushel. Another point which we might discuss is the proposed seed law. To what extent should we favor this?

Following a brief discussion of Mr. Ferguson's question, W. Dial introduced a set of resolutions on behalf of the Panhandle dealers, objecting to the lethargy of the Santa Fe Ry. in elevating its tracks at Galveston to a point high enough to insure the safety of grain in cars even in case of a severe storm. These resolutions created considerable comment and it was finally decided to consider them at a special session with railroad representatives. This session was held immediately after adjournment.

Sec'y Dorsey read his annual report as follows:

Secretary's Report.

I submit the following as my annual report as Secretary and Treasurer for the past fiscal year:

Last Annual Report shows members... 201
Admitted during the year..... 68

Making a total of..... 269
Resigned during the year..... 32
Suspended for non-payment of dues 3
Expelled for failing and refusing to arbitrate 1
— 36

Leaving the present membership.... 233
Which is the largest membership we have ever had enrolled at any time.

FINANCIAL STATEMENT.

Receipts.

On hand last annual report.....\$ 814.11
Membership fees 730.00
Dues 4,177.60
Deposit fees and awards in arbitration cases 1,675.83
Advertisements on membership list, etc. 70.00
Interest on deposits..... 85.70
Account of claim department.... 84.34
Expense account, telephone calls paid by others..... 4.35
Account of exchange..... .15

Total\$7,642.08

Disbursements.

Arbitration Committee expense...\$ 110.55
Telephone rent 60.00
L/D telephone calls and telegrams 66.85
Office rent 240.00
Stenographer and office help..... 600.00
Papers for the office..... 7.80
Traveling expenses for officers, executive and special committees.. 603.55
Secretary's salary 2,400.00
Refunded on membership fees..... 50.00
Paid on claim department..... 28.26
Refunded on deposit fees and awards 812.66
Furniture and fixtures..... 104.00
Postage 207.31
Stationery supplies and printing... 166.50
Other sundry office supplies and expenses 14.50

Total expended\$5,501.98
Cash balance on hand..... 2,140.10

Of this amount—\$2,140.10—we are

due approximately \$621.08 on the return of arbitration fees and awards, which would leave a cash balance of.....\$1,529.02
Due from members on dues..... 20.00
Office furniture and fixtures, value at least 150.00

Showing a net value of.....\$1,699.02

As you will observe, this leaves us with more members than we ever had at any time, have received and considered the largest number of applications in our history, and have more cash or assets than ever before.

I am sure that we have accomplished more in this than in any other year in our history, but will refer only to having secured, through considerable hard work and expense, a rule by the Galveston Cotton Exchange and Board of Trade for the inspection of grain on its arrival on the railroad tracks there, and inspection rule calling for reinspection within 48 hours after first inspection made, and, considering the conditions, this should be worth a great deal to the grain people.

Session adjourned.

T. G. Moore announced that officials of the Santa Fe were waiting in an adjoining room to confer with the Panhandle dealers in regard to the steps which are to be taken to eliminate all possible damage by storms to grain in cars at the Port of Galveston. These officials made fervent pleas for a delay in the proposed action of the Panhandle dealers, who were in favor of going before the Interstate Commerce Commission in an effort to obtain a reasonable rate to the Port of New Orleans, on grain for export. Many voluminous promises were made, and the work, they said, was already in the hands of the engineering dep't. The meeting waxed extremely warm, but the matter was finally referred to the Com'te on Resolutions. A vote of thanks was extended the railroad men for their kindness in giving such encouraging reports.

Entertainment.

On Friday night the Chamber of Commerce entertained the visiting grain dealers, railroad men and supply men at a barbecue Dutch supper, after which a vaudeville show and cabaret was staged. The cabaret feature was enjoyed by all, especially by Pres. Metcalf of the National, who proved himself considerably younger than many on the entertainment com'te had supposed him to be.

Saturday Morning Session.

Pres. Manning called the meeting to order at 10:45 in the basement of the Chamber of Commerce. The building is of concrete with a heavy beam ceiling, and it was practically impossible for the speakers' voices to carry more than fifteen or twenty feet. The first order of business was the hearing of verbal crop reports, among which were the following: Wichita Falls, wheat 60% of last year's crop, oats 80%; Terrill, all grains 25%; Howe, wheat 25%, oats 65%, corn 110%; Amarillo, wheat 25 to 35%, oats 50%; McGreagor, wheat 70%, oats 70%, corn two weeks late; Chillicothe, wheat 70%, corn 75%, oats 100%; Lubbock, wheat 50%, no oats; Seymour, wheat 60%, oats 25%; Plaine, wheat 75%, oats 90%, corn 100%; Pampa, wheat 25%, no oats; Plaine, wheat 80%, oats 95%, corn 110%; Troy, oats 75%, wheat 50%, corn 90%; Knox City, wheat 60%, oats 10%; Chadwick, wheat and oats 35%; Leonard, wheat 10%, oats 75%, corn 110%; Sanger, wheat 15%, oats 150%, corn two weeks late; Corpus Christi, maize and kafir complete failure, corn 50%; Nevada, wheat 25%, oats 90%, corn 100%; Claude, wheat 35%; Crowell, wheat 75%, maize 100%, oats a failure; Newcastle, very little grain grown; Kress, wheat and oats 40%; Higgins, wheat 40%, oats 10%; Clifton, wheat and oats 65%; Hillsboro, oats 40%.



Left Hand Section, Cirkut Fotograf of Texas Dealers at Fort Worth, May 27, 1916.

wheat 10%; Pilot Point, wheat 15%, oats 125%, corn 125%.

Sec'y Charles Quinn of the National Ass'n told the Texas dealers what the National body is doing in the matter of legislation. Throwing off his coat, in true Billy Sunday style, he said:

In this 64th Congress 98 bills have been introduced which have a bearing on the grain trade. Some of these affect you vitally. The most important perhaps is the Ruby Bill, or the Grain Grades Act, originally known as the Moss Bill. You dealers in Texas are more interested in this bill than any body of men in the country. It would make it possible for a receiver of grain to get exactly the same grade of grain whether it comes from Duluth, Omaha, Chicago or Galveston. At the National convention in 1908 we had up for discussion, the subject of unification of all grains. Many thought we could not unify grades, but it has now been shown that it can be accomplished. The uniform corn grades have already been adopted and we hope within the next 12 months to have uniform grades promulgated for the small grains also. The Ruby Bill calls for government supervision of grading, not for government inspection. New York, Baltimore and Philadelphia are fighting the bill, together with a number of politicians who would lose their jobs if the bill became a law. The ports of Boston, Galveston and New Orleans are in favor of it.

Another bill in which we ask your cooperation is the Pomerene Bill. This bill has been passed by 15 states, which realize the value of a B/L. The railroads are able now to take advantage of the shippers, as they employ an expensive corps of attorneys. The B/L measure mentioned will force the carriers to acknowledge their liability for grain while in transit. The present Bs/L are worthless, as they guarantee nothing. They are made out by agents of the carrier, and the carrier is not responsible for the acts of its agents. When a banker accepts your B/L today he does not do so because the B/L is an instrument of value, but because he has confidence in you. The new B/L, however, would be a negotiable instrument. Judge Adamson of Georgia has stood in the way of the passing of this bill, pigeon-holing it last year, after it had passed the Senate. It has died twice by inaction. I do not wish to intimate that Judge Adamson is in the employ of the railroads, but in an interview within the last four weeks, he refused absolutely to offer a delegation of shippers, of which I was a member, any encouragement. We, therefore, went over the Judge's head and had what we believe was a very successful interview with Pres. Wilson. At any rate, when we left

the White House, the President announced: "I am converted."

J. C. Hunt, Wichita Falls, introduced a discussion relative to state supervision of long distance telephone rates by saying:

"Let the People Be Damned"

Henry W. Grady, that noble son of Georgia, whom the people delight to honor, once made a trip with his wife from Atlanta to New York City. Securing rooms in an apartment house in the big city, he witnessed a sad sight a few days after his arrival. Going to his room, he met in the hallway a procession bearing the remains of a young child. As he saw the white casket his heart was touched, and, turning to a woman standing nearby, he whispered:

"Who is dead?" And to his surprise the woman said: "I don't know," and, as if resenting his asking her, she said: "We don't know anything about these people in this house, and we don't care."

"How long have you lived here?" asked Mr. Grady, and she answered: "Two years."

Grady went to his room and told his wife to help him pack the trunk—that he was going right back to Atlanta—that he would not live in a city where people did not care.

I am telling you this incident that you may better appreciate my position, that this country has too long lived and been influenced by the sentiment, "Let the people be damned."

We have too long permitted ourselves to be rocked to sleep in the cradle of indifference, by the subtle influence of unrighteous and unbridled wealth and power. We sit supinely by and witness unmoved the imposition and injustice that is laid upon the weak backs of the struggling people, while we say by our actions, "Let the people be damned," and we are all more or less guilty.

One of the chiefs of the other big trusts I consider to be the Southwestern T. & T. Co. A few years ago it cancelled and discontinued the coupon system, thus advancing the rates to many of us 25 per cent. We objected, we protested; but we lost out and had to submit.

Possibly encouraged by this success, about a year ago it did away with all night rates, and the rates were again advanced from 15 to 100%. This company, through some of its high officials, advertises its willingness to be placed under Government control, but when we attempt to have our legislature place it under state control the officials of this company immediately make things "hum" at Austin. They can work, with all of the independent telephone representatives and with big interests at work in their behalf they have so far defeated us and the people and succeeded in preventing any legislation that would tend to interfere with the right they have always exercised of doing as they choose, and they are now charging us what they choose and we are gracefully submitting.

Through wealth, through power, and through the mechanism of scheming politicians they have entrenched themselves more firmly than ever behind the breastworks of their corporate power and are now in position to defy us to dislodge them from their trenches. What we need, as I see it, is fewer politicians and more statesmen. We need a great leader with a great heart, a great purpose and a great will.

Again, let me ask, Why should all the railroads in the state be kept under state control, while this purely public service

corporation is left free to charge what it likes and make its own rules, to the detriment of good public service?

J. B. Earl, Waco, representing the independent telephone companies, took the other side of the supervision discussion, saying:

For the last 15 years, we have given you the best service possible. I have no defense for anything done by the Southwestern Co., but the Independent companies have always tried to give you everything possible. I will not burden you with a history of legislative matters which do not affect you, but I will say that our expenses are being so greatly increased by legislation that we may have to do that which we have been striving not to do. We made you a night rate 16 years ago, and that rate still obtains. Consider please, the increased cost of labor and material, especially copper wire, and you will agree that this is a good record. Please do not take any action which will force me to increase the day rate or discontinue the night rate. If our business must be controlled by the government, it will mean an enforced increase of rates to place them on a par with those of the Southwestern Co. I believe in competition, but if we are forced to charge the same rates as the Southwestern, and eliminate our night rates, what have we to offer you as an inducement for your business?

After a lengthy explanation by Mr. Earl, of the increased cost of maintenance, materials and labor, the session adjourned, Sec'y Dorsey announcing that lunch would be served at the Westbrook Hotel. All visitors were asked to attend as guests of the local grain trade, and bag companies of adjacent cities.

Saturday Afternoon Session.

After luncheon the tables were cleared and the business of the meeting continued in the dining room of the Westbrook Hotel. The discussion of telephone supervision was resumed and practically every dealer present reported on the injustices of the present high rates of the Southwestern Co., as compared with the rates of the Independents. It was argued, too, that if the assistance of the Government was asked, it would result, not in a reduction of those rates, but rather, the enforced increase of the rates now made by the Independent companies to the same level of the larger concern. No definite action was taken, tho J. C. Hunt and Judge Harrison made ardent appeals, one for the telephone companies and the other for the Ass'n.

Amendments to the trade rules was the next order of business.

J. N. Beasley: I move that Rule 6 of the Trade Rules of the Texas Ass'n be stricken out. Carried.



Middle Section, Cirkut Fotograf of Texas Dealers at Fort Worth, May 27, 1916.

The Committee on Amendments to the Constitution and By-laws moved the addition of Sections 2 and 3 of article 4 as follows:

Sec. 2. By unanimous approval of the Executive Committee members in this Ass'n are transferable free of charge. Carried.

Sec. 3. When a person, firm or corporation has been admitted to membership, or it shall continue to be amenable to all provisions of its constitution, until he or it are expelled or suspended, or until his resignation has been accepted by the Executive Committee. Carried.

Trade rule No. 27 was amended by adding Section F as follows: "Providing grain shall be inspected as soon as practicable after arrival at destination."

Allan Early. I move the addition to our by-laws of a rule providing that any individual, firm or corporation who joins our Ass'n and enjoys its privileges shall be amenable to the Constitution and By-laws and shall be forced to arbitrate with any member any open case against him. Carried.

Sec'y Dorsey. I move that in the future any proposed new rule or additions to any of our rules or by-laws shall be in written form and shall be submitted to the office of the Sec'y at least 10 days before the date of the annual meeting. Carried.

Within 30 seconds after Mr. Dorsey's motion had earned, it was moved and seconded that the salary of the Sec'y be increased from \$2,400 to \$3,000 annually. As the salary of the Sec'y is covered in the rules and by-laws, the proposed increase was one of the matters covered by Mr. Dorsey's own motion, which demanded its submission to the Sec'y at least 10 days in advance of the annual meeting.

This created considerable laughter from all but the Sec'y, who realized that making the motion would possibly cost him \$600. Several of his supporters moved that the new rule of the Sec'y be stricken from the books, but the motion failed to carry. It was then suggested that the salary of the Sec'y be fixed by the Board of Directors, with the intimation that the new Board would undoubtedly grant the desired increase. This also failed to carry, and the Sec'y's salary remained the same.

C. M. Taylor, Corpus Christi, was awarded a handsome gold watch for his work in the membership campaign. Mr. Taylor bringing into the Ass'n six new members during the last year.

The following resolutions were unanimously adopted:

WISH SAME RATES TO NEW ORLEANS.

WHEREAS: Within the past fifteen years the port of Galveston has been visit-

ed in three storms of great intensity, occasioning a great loss of property in that port at Galveston, which have not been replaced, but which were being held in storage or awaiting ships, and

WHEREAS: The Railroads entering Galveston and the City of Galveston itself have taken no definite steps at this time to protect this class of property by the elevation of railroad tracks above any possible danger from storm, and

WHEREAS: The Railroad Companies entering Galveston are denying liability for damage done by the recent flood in August of last year to goods that were in their possession at that time on tracks at Galveston, and are attempting to plead an Act of God therefore be it

Resolved that a committee from the Panhandle Grain Dealers Ass'n be appointed to act in conjunction with a similar committee from the Texas Grain Dealers Ass'n with a view of petitioning the Interstate Commerce Commission to give relief to the shippers of commodities from Texas by making the export rate from Texas points to New Orleans conform to domestic rates from Texas points to Galveston.

ENDORSE WORK OF DR. J. W. T. DUVEL.

RESOLVED, That the Texas Grain Dealers Ass'n heartily endorse and approve the year able and efficient work of Dr. J. W. T. Duvel, and his Department, in standardizing grain grades, and hereby extend our thanks to the United States Agricultural Department and Dr. Duvel in their efforts to place our grain grades on a uniform and stable basis.

THANKS.

RESOLVED, That our sincere thanks be extended to the Members of the Fort Worth Chamber of Commerce, the press, the local grain dealers, millers and bag men, for their many courtesies and genuine hospitality which has added so much to our pleasure and comfort during our stay in Fort Worth.

POMERENE B L BILL.

RESOLVED, That we endorse the measure known as the Pomerene Bill of Lading bill and that the members of this Ass'n pledge themselves to use all honorable efforts to secure, during the present session of Congress, its enactment into law.

GRAIN GRADES ACT.

RESOLVED, That the Texas Grain Dealers, in convention assembled, heartily endorse the Rubey Bill, known as the Grain Grades Act, now pending in the Senate of the United States, and request our President and Secretary to do all possible toward securing its passage.

SYMPATHY AND RESPECT.

WHEREAS, The Grim Reaper has again invaded our ranks and removed our esteemed Brother and Friend, V. F. Weiser, of Hico, Tex.; therefore be it

RESOLVED: That our Association has lost one of its most honorable members, and the grain and milling trade generally one with whom it was always a real pleasure to do business.

That our sincere sympathy be extended his family, and that we stand with bowed heads for one minute in further respect to his memory.

After a cordial invitation from a representative of the City of Galveston to hold the next annual meeting of the Ass'n in that city, Pres. Manning called for nomination for new officers.

The election resulted as follows: Pres



Douglas W. King, Ft. Worth, Tex.
Vice President.

J. N. Beasley, Amarillo; 1st V. Pres., D. W. King, Ft. Worth; 2nd V. Pres., T. F. Connally, Clarendon; Sec'y-Treas., H. B. Dorsey, Ft. Worth; Members of Executive Com'te, E. W. Crouch, McGregor; F. M. Duncan, Killeen, and J. E. Bishop, Houston.

Convention adjourned sine die.

Convention Notes.

The White Star Co. was represented by I. D. Allison, who distributed booklets on elevator equipment, construction work and Perfection Metal Bins.

Handsome souvenir menu cards were distributed at the luncheon, the booklets containing the names of the hosts—the Fort Worth grain men, together with six bag companies.

Badges were supplied by the Ass'n of Commerce, and thru an oversight many grain men strutted about town bedecked with a "welcome coal dealer" badge. It developed that not sufficient grain badges were on hand and the others were substituted.



Right Hand Section, Clrktut Fotograf of Texas Dealers at Fort Worth, May 27, 1916.

E. R. Humphrey came over from Oklahoma City.

Jesse Kitching and E. B. Doggett came over from Dallas.

S. L. Peeples was the only representative from Memphis.

Barnard & Leas Mfg. Co. was represented by Geo. M. Miles.

St. Louis was represented by A. W. Bosworth and T. M. Scott, rep'tg Picker & Beardsley Com. Co.

B. I. Carrico distributed post card photographs of concrete elevators he had recently erected in the Southwest.

The Kansas City delegation included H. C. Gamage, rep'tg Moore-Seaver Grain Co.; Wm. G. Dilts, rep'tg Wm. G. Dilts, Jr., & Co., and G. M. Vogt.

Galveston sent R. T. Miles, chief grain inspector, Quin Morton, H. D. Butts and M. H. Smith, the trio boosting for their city as the meeting place of the next convention.

The Executive Com'te has selected the following as the Arbitration Com'te for the ensuing year: R. I. Merrill, Ft. Worth; B. E. Clement, Waco, and A. B. Cowan, Howe.

Pres. Lee G. Metcalf and Sec'y Chas. Quinn of the Grain Dealers National Ass'n, were present at all business sessions, and many names were added to the list of National members thru their efforts.

Pencils were distributed as souvenirs by Wm. G. Dilts, Jr., & Co., Kansas City; Dorsey Grain Co., Ft. Worth, and the Moore-Seaver Grain Co., Kansas City. The Fulton Bag & Cotton Mills of Dallas passed out leather covered memorandum books and whistles representing corn cob pipes. The Moore-Seaver Grain Co. also presented leather protected key rings to its dealer friends.

The Werthan Bag & Burlap Co., Dallas, established a new standard in accommodating the visiting dealers. Two seven-passenger automobiles were at the disposal of the dealers thruout the two days; Miss Jordan, private sec'y to Mr. Werthan, was present with her typewriter to handle the correspondence of the visitors gratis, and Leonard Werthan, J. M. Colvin and B. M. Vaughn were ever present and ready to extend any possible courtesies. The company had decorated

the lobby of the hotel with bags it had made for the trade during the last year and these, with Werthan signs, were neatly tho prominently displayed.

Montana's Warehouse Receipt

Storing grain for farmers of Montana makes of the dealer a public warehouseman, and as such he must operate under license and issue a warehouse receipt, which has been approved by the state, for all grain accepted for storage. Many forms of receipt were submitted, but the one reproduced herewith has been adopted by the State Grain Inspection Dep't and termed Form 12a. J. E. Templeton, chief grain inspector, believes the form will be acceptable to the grain trade and farmers, as well as the bankers who are called upon to make loans to farmers on the receipts.

No deviations from this form will be permitted without the written consent of the chief grain inspector, and all receipts must be consecutively numbered, so that no two receipts of the same number can be issued from one warehouse within the same year. It is required that the full name of the company acting as warehouseman be printed at the top of the receipt blank. If the name of the company is the Regular Elevator Company of Helena, Mont., it is not sufficient to call it the Regular Elevator Company.

The charges permitted by the state, and the conditions under which the grain is accepted for storage, are printed on the back of the receipt, as follows:

1. The charges for storage shall not exceed the following rates: For receiving, elevating, insuring and delivering and the first fifteen days storage or part thereof, two cents per bushel for all grain, except flax, for flax three cents per bushel; for storage thereafter one-half cent for each fifteen days or part thereof until it shall have been in store ninety days, and thereafter one-half cent for each twenty days or part thereof.

2. When cleaning facilities are provided, grain shall be cleaned at the request of the owner for not exceeding one cent per bushel. Screenings shall be delivered to the owner of the grain upon demand.

3. Stored grain may be delivered in car-load lots, at the option of the owner, at any terminal elevator or at any station on the line of the same railroad where originally stored, upon the payment of the necessary charges for freight and other charges provided by law.

4. Any grain of the previous crop remaining undelivered on and after July 1st will be at owner's risk as to condition.

5. All grain is at owners' risk of loss or damage from the elements, riot, the act of God, heating (unless caused by carelessness of warehouseman) or anything which may in any way have been caused by the act of the holder of this receipt.

6. If any of the grain embraced in this receipt shall prove to be covered by any chattel mortgage or other lien, or the partial or absolute title to prove to be in another than the party to whom this receipt was issued, the same shall, if discovered before the delivery of the grain, be a sufficient reason for a refusal to deliver to the holder of the receipt, or if discovered after the delivery of the grain, such delivery shall be deemed an overdelivery, for which said holder of this receipt to whom such delivery is made, shall be accountable. And to this extent this receipt shall be NON-NEGOTIABLE.

Woman Heads Chicago Co.

The Reese Grain Co., recently incorporated under the laws of Illinois, has opened offices at Chicago, where it will do a general commission and shipping business. Miss A. E. Reese, formerly manager of the milling wheat department of the J. J. Badnoch Co., is at the head of the new company.

Miss Reese has had a varied experience in the grain trade, obtaining her first experience with J. S. Templeton & Sons, Chicago and later acting as Chicago representative of the Missouri Valley Elevator Co., Omaha. Before entering the trade she studied grain inspection at the Illinois state grain inspection department at Chicago.

Since being graduated from the University of Chicago in 1910 she has spent five years buying and selling milling wheat in the central and eastern states, obtaining a wide acquaintance in the trade. The company has made arrangements to join the Clearing House Ass'n, and two of its traders hold memberships in the Board of Trade.

I CAN NOT get along without the Grain Dealers Journal.—Frank Jones, Ridgefarm, Ill.

THE FEDERAL GRAIN GRADES ACT and the grain warehouse act tacked upon the agricultural appropriation bill by the House have been included in the bill by the Senate com'te on Agriculture in reporting the bill to the Senate. The Senate com'te accepted the provisions without change and the matter will come before the Senate in a short time with excellent prospects of the legislation being enacted.—P.

MAIN OFFICE AT MINNEAPOLIS, MINNESOTA	AMERICAN ELEVATOR COMPANY		No.
	Mont.,		191
	Operated as a Public Warehouse Under License Issued by the State Grain Inspection Department of the State of Montana.		
	Received in store from		
	..... Bushels of		
	(Kind and grade of grain)		
	Weighed and graded by		
	Subject to an account of \$		
	for cash or merchandise we have furnished or become responsible for.		
	This lot of grain has been stored with grain of the same kind and grade and a similar quantity and grade is deliverable upon the return of this receipt properly endorsed by the person to whose order it was issued and the payment of the proper charges for storage and handling.		
This grain is insured for the benefit of the owner.			
AMERICAN ELEVATOR COMPANY			
By			
Agent			
Gross lbs.			
Tare			
Net lbs.			
Gross bus.			
Dockage			
Net bus.			

Echoes of the Oklahoma Convention.

S. P. Kramer came down from Topeka, Kan.

F. C. Hoose and J. E. Sturgis were late arrivals from Kansas City.

Henry Bird, rep't'g the Edward Kelly Grain Co., came in from Wichita.

The drinking water of Oklahoma City was unusually bad, but nobody cared.

Rollie Watson and J. A. Braunagel of Wichita represented the Millers Mutual Fire Insurance Ass'n.

F. C. Maegly, the popular Santa Fe A. G. F. A., was present to explain the cause of short weights.

The Hacker Grain Co., Wichita, Kan., distributed serviceable bone-handled pocket knives, with the name of the company neatly engraved in gold.

Tuesday evening "Tod" Sloan, the Enid representative of Goffe & Carkener, arrived with the slogan, "I ain't mad at nobody," and immediately proceeded to make everyone glad he came.

Who took Sec'y Smiley's perfectly good Kansas straw hat and left him an automobile cap? Mr. Smiley was the last man to leave the banquet hall, and the cap being the only headpiece left he was forced to pin it to his ears to keep it on.

Oklahoma shippers who arrived late included: L. E. Bruce, Garber; J. A. Commons, Cherokee; E. P. Clark, Dacoma; P. M. Clark, Lawton; R. S. Dorchester, Table; J. J. Donahoe, Mulhall; W. P. Dority, Fairview; J. H. Gerken, Garber; J. W. Grim, Aline; S. D. Haworth, Thomas; J. E. Jarvis, Isabella; F. R. Linton, Chickasha; J. McIntyre, Jefferson; J. W. McSpadden, Talequa; C. W. Remund, Sayre; J. T. Stout, Blackwell; J. R. Thomas, Carnegie; W. A. Talbott, Locust Grove; G. White, Enid, and J. G. Zink, Yukon.

Texas shippers at the convention were: J. A. Austin, Brownwood; J. B. Anthony, Terrill; C. Adams, El Paso; J. N. Beasley, Amarillo; E. S. Blasdel, Amarillo; O. H. Black, Leonard; L. G. Belew, Pilot Point; A. B. Cowan, Howe; A. G. Cox, Plainview; S. C. Cone, Lubbock; C. F. Cribble, Sherman; J. S. Criswell, Graham; E. W. Crouch, McGregor; R. L. Cole, Krum; L. H. Carl, Pendleton; P. R. Cornforth, Waco; W. P. Dial, Memphis; C. C. Edwards, Waco; W. W. Early, Waco; Allen Early, Amarillo; W. H. Edwards, Floydada; G. W. Francis, Tom Bean; M. R. Fuller, Seymour; J. C. Guber, Waco; J. B. Honaker, Farmersville; E. B. Hocker, Plainview; D. A. Holman, Jr., Seymour; J. G. Jones, Wichita Falls; J. T. Jordan, Troy; Walter Jenull, San Antonio; H. L. Kearns, Amarillo; John Lawrence, Bartlett; F. B. Lam, Oglesby; E. McCall, Jacksonville; L. S. McKaney, Renner; L. C. McMurtry, Pampa; R. C. Miller, Beaumont; A. D. McAshon, Houston; W. L. Newson, Waco; J. V. Neuhaus, Houston; D. W. Osborne,

Pampa; R. L. Polk, Kinneen; B. C. Pit-tuck, Sherman; J. H. Pearlstone, Palestine; J. D. Quick, Lubbock; J. T. Richeson, Bomarton; G. P. Roquemore, Coleman; J. S. Rogers, Coleman; L. W. Renshaw, Rhome; E. A. Rubottom, Higgins; W. G. Rike, Farmersville; J. L. Smith, Longview; R. G. Shelton, Whitesboro; W. T. Townsend, Happy; H. H. Townsend, Tulsa; A. C. Waters, San Angelo; L. V. Wieser, Hamilton; C. F. Witherspoon, Denton; C. A. Waller, Weatherford; R. H. Wagenfuehr, New Braunfels, and Y. P. Yarbrough, Belton.

Safety First, As It Applies to Country Elevators

BY W. G. ASHTON

The present labor commissioner of Oklahoma does not believe we need much law to insure safety in elevators; we need more of co-operation and good judgment. If you will give us that, we can lay the new law aside. The subject of safeguarding your plants is too broad for law makers. They may indicate the need for these things, and put in operation the machinery to secure the desired results, but practical safety devices originate with the industry. It is the collective thought of an industry which brings about the practical safety appliances at the least cost. With that in mind I wish to run thru an elevator with you, starting with the gas engine.

THE GASOLINE ENGINE, when unguarded, is dangerous. We wish to protect the man who must work around it. The building of a small house around the engine, and then locking the door, will not protect him because he carries the key to the lock. Instead of such enclosure it would be better to encircle the engine with a two-rail hand guard, 42 inches high and set 15 inches from the moving parts. The fly wheels should be carefully guarded with rails and wire mesh six feet high, made in sections so as to be removable.

DRAG CHAINS in the pit must be carefully guarded. The 14 to 18 bearings in the pits require constant oiling, therefore many trips to the pits are necessary. The chains should not only be well guarded with rails, but grease cups to the bearings substituted for the oiling now used. This will mean fewer trips to the pit and naturally fewer accidents. Or, if it is necessary to use oil, the installation of extension oilers will be worth while.

SHAFTING, BELTS AND PULLEYS are necessary in every elevator. Your up drive, whether belt, rope or chain, should be enclosed to six feet above the floor, and chains, where used should be completely boxed in. Build this box from the floor to a point just under the sprocket which drives your shaft. The weights, where rope drives are used, should hang

so that they are close to the floor, or if this is impossible, small platforms should be constructed under them.

RUN-BOARDS TO SCALES would have saved many lives and prevented scores of recent accidents. Many scales are so set that to reach them you must run across bin partitions. Why not construct a 20-inch run board, with a 42-inch hand rail across the top of the bins and do away with these accidents in the future?

The owner or manager of an elevator is not always to blame for an accident, but he should make his plant as nearly fool-proof as possible. A ladder is one of the first essentials. But it should never be used as a means of reaching the cupola. If it is impossible to install a man lift, the next best substitute is a good stairway. The man lift, however, is a time and energy saver, and the cost of installation is not much greater than that of the stairway.

ALL BEARINGS in the cupola, like those in the pit, must be given constant attention. Build run-boards and hand rails to these bearings, so it will be unnecessary to run across 8x8 inch beams to reach them.

Most accidents of which we have a record, have occurred on sprockets, chains or gear wheels. These ought to be enclosed in 18-inch sheet steel boxes. If the enclosure can be made dust proof it will be found to lengthen the life of your machinery 35%. Protect your friction clutches with a guard of wire mesh, made in sections so it may be removed.

THE SET SCREW is dangerous. Every old style screw in your plant should either be replaced with the new headless kind or it should be tightly collared with a piece of leather belting or sheet steel. It is found that the headless safety set screw does not as a rule give sufficient leverage to hold large pulleys, and if it can be turned tightly enough to hold, it generally gives a lot of trouble when the time comes to remove it.

To guard the belt and pulley which drives your cleaner, simply place a 1x12 inch board close to the pulley, but have it separated from the machine itself. Then, should it be necessary to reach the pulley or belt simply remove the board. Or the board might be placed on hinges.

In order to be successful in this safety movement you must use the same care which you would use to protect yourself in other lines. If you have careless and indifferent workmen, my advice is to replace them with men who have common sense. Workmen are giving us more opposition in the safety work than are the employers. They think because they have



Left Hand Section, Cirkut Fotograf of Oklahoma Dealers at Oklahoma City, May 24, 1916.

met with no accident during their elevator or mill employment that they are immune.

KICKING BELTS on or off moving machinery is another dangerous stunt. The man who makes a practice of so doing is eventually either killed or injured. Eliminate this hazard with the installation of a tight-and-loose pulley. A friction clutch is even better, but it would cost more money.

Do not lose sight of the fact that you have accidents in elevators.

Do not lose sight of the fact that these accidents are costing you money.

You will find a remedy in making your plant such a safe place to work that an accident can not occur. This must be done in two ways: Thru the use of safety appliances and insisting upon the proper discipline among your employees.

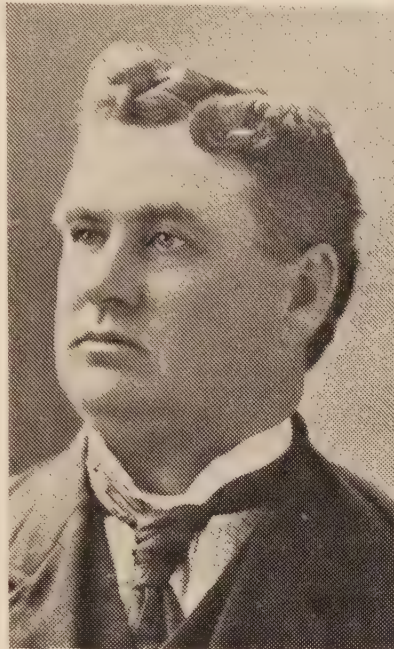
THE ROTARY TILLER TRACTOR is a new farm machine now on exhibition at Detroit, and known as the Hession Tiller Tractor. It spades up, works over, pulverizes and converts into a fine seed bed a strip of soil 8 ft. wide, distributing fertilizer and sowing the seed at the rate of 2 to 5 acres per hour. While this first machine is crude in its construction it marks the introduction of a new principle naturally adapted to farming by mechanical power.

THE APPROPRIATION for investigating the handling, grading and transportation of grain, grain sorghums and the fixing of definite grades thereof has been increased by the House from \$88,770 to \$109,920. It also increased from \$157,005 to \$164,505 the appropriation for investigation and improvement of cereals and cereal production and the study of cereal diseases, and investigations with flax and broom corn. Of this amount \$40,000 is for the study of corn improvement and methods of corn production. An allotment of \$20,000 is also made for the investigation of diseases of wheat, oats and barley, known as black rust and stripe rust.—P.

A SHIPMENT of 100 tons of polished rice, the first in the history of the Hongkong rice trade with the United States, has recently been made to San Francisco. A rice-polishing machine of American make has been installed in Hongkong, and is the first machine of its kind brot to the Far East. The capacity of the machine is about 20 tons per day. The initial introduction of this machine undoubtedly paves the way for a large trade in these machines not only in China, but in Indo-China, Siam and other Far Eastern producing countries. Previous to the war rice was exported to Germany and there polished for the American market.

Elliott Lowe Killed

Elliott Lowe, pres. and manager of the Lincoln Grain Co., Lincoln, Neb., which operates elevators in Nebraska, was killed May 30 when an automobile he was driving plunged thru the railing of a



Elliott Lowe, Lincoln, Neb., Deceased.

bridge 12½ miles west of Lincoln. The bridge was at the bottom of a hill and as the car neared the approach Mr. Lowe evidently lost control, as tracks in the road showed considerable skidding. The only witness to the accident was a tramp, sitting in the shade of a nearby tree, and he said that altho the car swerved from side to side it was not being driven at high speed. It is therefore believed that the soft ground is responsible for the wheels leaving the roadway.

Mr. Lowe was to deliver the car to an automobile firm at Beaver Crossing in which he is interested. Gay Miller, his son-in-law, followed about a mile behind in another car. By the time that car drew up at the scene of the accident Mr. Lowe had expired in the arms of the tramp, who was endeavoring to administer first-aid. Subsequent examination showed that his neck had been broken and his chest badly crushed. The steering wheel, wind shield and fenders of the automobile were broken and twisted.

It would seem that someone is guilty of criminal negligence, as farmers living

in the vicinity of the bridge make the statement that a dozen cars have coasted or "slid" off the road at this point.

Besides being president and manager of the Lincoln Grain Co., Mr. Lowe was prominent in politics, being nominated in the recent primaries as a republican candidate for the legislature. He was 59 years of age. He came to this country with his parents from England, while a small child, the family locating in Michigan. In 1857 Mr. Lowe moved west, making his residence in Huntley, Neb., where he accumulated large farming and cattle interests. Ten years ago he moved to Lincoln, and has been engaged in the grain business on a large scale ever since. He operated 21 elevators at the time of his death and had associated with him in the company M. C. Miller as vice-pres., and S. S. Lowe as sec'y and treasurer.

Tho Mr. Lowe was the operator of a string of elevators he was considered by his grain buyers more in the nature of a friend than an employer. The same was true at the headquarters of the company. He is survived by three brothers, his wife and three daughters, who, with the entire grain trade of the west mourn his tragic death.

THE GRAIN DEALERS JOURNAL is indispensable to me, and I would be lost without it.—H. J. Bradfish, Weatherford, Tex.

JOSEPH LEITER can not be compelled to pay notes for \$257,390 given the Monarch Elevator Co., and the Interior Elevator Co., of Minneapolis, under a decision of the United States Court of Appeals, given May 26, sustaining a decision by Judge Sanborn that they were unlawful, having been given in pursuance of an agreement between Leiter, Frank H. Peavey and Chas. A. Pillsbury to corner the wheat market.

OATS ARRIVALS at primary markets have been in such volume as suggest further accumulations and there was considerable pressure throughout the week from the principal receiving points. Premiums in consequence have declined sharply and the tendency at the moment is toward a further reduction. Country distributors complain of the dullness of trade, as do local dealers at New York, who continue to purchase from the spot only as necessity demands. This has resulted in an unusually small amount of business, while prices have averaged a decline of two cents or more. There is nothing in the immediate situation which indicates a revival of the demand in volume, or a return to the level of values existing a fortnight ago.—L. W. Forbell & Co.



Right Hand Section, Cirkut Fotograf of Oklahoma Dealers at Oklahoma City, May 24, 1916.

the only one of the leading farm crops of which we have a surplus. At the present time the outlook for clover is flattering. We think that the condition of the clover crop is about 100% of a normal crop. Outlook for hay will be rather than usual. This enhances the prospects for a crop of seed. However, it is too early to gauge the possibilities of the large acreage of alfalfa that is being planted. The outlook for the production of the crop is good, but it is too early to gauge the possibilities of the large acreage of alfalfa that is being planted. The outlook for the production of the crop is good, but it is too early to gauge the possibilities of the large acreage of alfalfa that is being planted.

LONDON, ENG., MAY 22.—The season for agricultural seed is drawing to a close. Market steady; firm for grass seeds. There is a better demand for sowing maize, mustard and rape seed.—C. W. Le May & Co.

LINCOLN, NEB., MAY 23.—Damp weather has been especially favorable for a good growth of clover, alfalfa, timothy and blue grass. We do not sow much alfalfa in the spring but what has been sown has done well. Just now there is a big demand for cane seed. It looks now as if there would be more cane seed sown in Nebraska this year than for several seasons. Locally millet is moving very slow but this may be overcome later as it is a little early for millet sowing. Garden seed trade has been extra good this spring. Sweet corn seed is in strong demand with a number of varieties already exhausted. On account of high price of beans, the demand has been limited.—E. S. Gunn, Gunn Seed Co.

SALT LAKE CITY, UTAH, MAY 23.—While it is too early at this time to give any definite idea of governing conditions in Utah and Idaho, in general we can say that the acreage of seeds is quite large, about the same as last season. The only condition which we can see at this time that would prevent our harvesting a good sized crop is the fact that all kinds of hay have been very scarce this winter and it may be that a good many of the farmers will cut their hay instead of trying to harvest their seed crop. There are no surplus stocks of seeds either in the hands of the farmer or the dealer in this section and the demand for nearly all kinds of seeds is practically over. In some of the later mountain districts a little alfalfa and clover is still being planted but this month will practically finish seeding in this district.—Paul E. Bailey, Bailey & Sons Co.

THE NATIONAL ASS'N OF MANAGERS of Farmers Co-operative Companies at its annual convention at Kansas City, May 25, 27, elected E. C. Morrill, of Beresford, S. D., pres.; and Iver S. Henjum of Hartford, S. D., sec'y. The managers were liberally entertained by the Kansas City Board of Trade.

Timothy Seed Movement in May.

Receipts and shipments of timothy seed at the various markets during May 1916, compared with May 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	1,039,000	1,101,000	1,212,000	1,727,000
Milwaukee, lbs.	212,640	400,188	116,110	
Cincinnati, sacks	357	13	1,734	583
Toledo, bags	209	135	3,213	904

Flaxseed Movement in May.

Receipts and shipments of flaxseed at the various markets during May 1916, compared with May 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Minneapolis	440,250	76,800	25,540	21,240
Chicago	204,000	4,000	8,000	2,000
Winnipeg	71,530	154,775		
Duluth	44,642	128,889	438,582	414
Milwaukee	24,700	1,654	1,300	
Kansas City		5,000	1,000	7,000

Clover Seed Movement in May.

Receipts and shipments of clover seed at the various markets during May 1916, compared with May 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	204,000	55,000	415,000	188,000
Milwaukee, lbs.	1,388	97,093	42,700	
New York, bags	905		581	
Toledo, bags	836	1,265	4,762	1,154
Cincinnati, sacks	164	504	1,154	1,617

Proof of Oral Contract.—Chattel Mortgage.

The Occident Elevator Co. is defendant in two cases before the Supreme Court of North Dakota, one decided Mar. 6, 1916, in favor of John Buchanan & Sons on account of grain delivered by one Harper at Sykeston, N. D., and the other decided against Price E. Morris, on account of flaxseed delivered at the same elevator in December, 1911.

In the Morris case the jury gave judgment for \$89.30 for 48½ bus. of flax admitted to have been delivered, on allegations that it was agreed Morris should receive the price the flax would sell for in the Minneapolis market, less freight, inspection, storage and commission. Defendant alleged the agreement was to handle the flax for plaintiff thru the elevator, load it out and sell it at Minneapolis as a commission merchant.

The Supreme Court granted the elevator company a new trial, and went further by directing the lower court to dismiss the action, because there was no substantial evidence to show that plaintiff sold the flax to defendant.

"The burden being on plaintiff to prove, among other things, the existence and validity of the contract of sale, and the terms thereof, the price or value, the delivery and acceptance of the goods, and the amount thereof."—157 N. W. 486.

In the case of Buchanan & Sons, the elevator company on appeal raised the same objection which was so successful in the Morris case, that the evidence was insufficient, but on the technicality that this question must have been raised earlier in the trial the Supreme Court declined to go into the facts and decided against the elevator company. Had the point been raised in the lower court the elevator company may have been victor. As it was, the plaintiffs got judgment for \$1,021.96 on account of grain delivered by the owner, Harper, on which plaintiffs held a chattel mortgage.

The testimony relative to the execution, delivery, and recording of the mortgage was undisputed. Appellant's counsel contended that the chattel mortgage was not a valid lien upon the grain in question unless defendant had either actual or constructive notice thereof. The court charged that

"The fact that the plaintiffs have a

chattel mortgage upon certain grain is constructive notice to all parties of the fact of the mortgage and of the lien."—157 N. W. Rep. 122.

Hawkeye Elevators at Hamble, N. D.

At Hamble, N. D., the only elevators are the two on the M., St. P. & S. S. M. Ry. operated by the Hawkeye Elevator Co., and shown in the engraving.

The elevator in the foreground is of cribbed construction of 30,000 bus. capacity, and is used to handle the wheat, mostly durum. The building is 24x24 and 60 ft. high, on a stone block foundation, and contains 11 bins, one elevator leg with Gerber Distributor. The office and engine room is 10x12 ft. and contains an Otto Gasoline Engine. The wagon dump and scale are of the Fairbanks-Morse make.

The elevator in the background is 30x50 and 40 ft. high with an addition 30 ft. wide, on a stone foundation, of crib construction, the 9 bins having a total capacity of 25,000 bus. This house has two elevator legs, Howe Scales and a Howe Gasoline Engine in the 12x14 ft. engine room. The machinery is belt driven. Coarse grains such as barley, oats and rye are handled thru this house, and the loading is by gravity spout.

In the engraving are Ass't Mgr. C. T. Klise on the left and Manager W. S. Trask on the right.

GALT, MO., JUNE 5.—The outlook for timothy, clover and blue grass was never better at this time of the year and we expect a full crop of each. No especial demand at present for any particular variety of seed as our season is entirely normal with the exception of a little too much rain for corn. We expect to have a surplus of German Millet for the market.—D. H. Clark.

LOUISVILLE, KY., JUNE 2.—Our crop of Kentucky blue grass promises to be a rather short one this season, on account of the white clover which has come up in enormous quantities and which makes harvesting very tedious work, and also curtails the production to quite a great extent. We don't know just yet how short the crop will be until we start to harvest.—Wood, Stubbs & Co.



Two Elevators of Hawkeye Elevator Co., at Hamble, N. D.

Grain Carriers

A HEARING on the proposed export B/L was held before Examiner Satterfield of the Interstate Commerce Commission in New York on May 19. Carriers and millers were represented at the hearing.

THE GRAIN STORAGE charge case will be heard on July 19 before Examiner Gerry of the Interstate Commerce Commission at Baltimore. At Indianapolis on July 1, Examiner Pugh will hear the Indiana export grain case.—P.

A COLLISION between the Dutch steamer "Samarinda" loaded with grain and the "Brandon" carrying coal outside the Baltimore harbor damaged both vessels badly and they were compelled to return to Baltimore for repairs.

INTERSTATE COMMERCE COMMISSION has suspended from May 31 to Sept. 28 the C. C. C. & St. L. Ry. tariff which provides for an increase of 1c per 100 lbs. on grain from Chicago and points taking Chicago rates to Frankfort, Ky.—P.

THE INTERSTATE COMMERCE COMMISSION has decided that the rates on durum wheat from Duluth, Minn., to Anoka, Minn., are not unreasonable, and dismisses the complaint of the Pillsbury Flour Mills Co. v. the Great Northern.—P.

IN THE COMPLAINT of Jas. S. Templeton & Sons, the Commission finds that certain carloads of wheat shipped from South Chicago, Ill., to Louisville, there milled and reshipped to points in Virginia, were overcharged and refund has been ordered paid.—P.

ONE VESSEL, the gas screw Baco, formerly the British gas screw Calgary, was admitted to American registry during the latter part of May, making a total of 182 vessels, aggregating 619,691 gross tons, admitted to American registry under the act of Aug. 18, 1914.

A NEW RECORD for grain handling at Buffalo is reported by the new Lake Grain Elevating Ass'n, viz. 46,000,000 bus. handled since the opening of the season April 27. This is 8,000,000 bus. more than has ever been handled at Buffalo in a similar period in 30 years.

THE INTERSTATE COMMERCE COMMISSION has directed the Wichita Falls & Northwestern railroad to refund \$279 to the Wichita Mill & Elevator Co., for overcharges on nine cars of wheat shipped from various points in Oklahoma to Memphis, Tenn., from June 21 to July 12, 1912.—P.

AN OPINION by the Public Service Commission of Maryland states that the Commission has no jurisdiction to compel the railroad elvtr. companies of Baltimore to receive into their houses any grain which had not been brot to them over the railroad's own lines and would not be sent from the elvtrs. over the companies' lines.

CARRYING CHARGE of \$1 per ton on ore "in and out" offered by the Steel Corporation will practically eliminate the big ore freighters on the Great Lakes from the grain trade for the remainder of the season, as \$1 per ton for iron ore is more attractive than grain for several reasons, among them being shorter runs and more rapid handling, the difference in time of loading a 10,000 or 12,000 tons cargo of ore and the same quantity of wheat being frequently 6 to 24 hours.

COMPLAINT against rates on corn has been made to the Commission by the Flanley Grain Co. and the Iowa Dakota Grain Co., of Sioux City, against the Great Northern Railroad. On corn shipments from Green Valley, Minn., and from Cottonwood, Minn., to Kansas City, Mo., the rate charged was 22.6 cents per 100 pounds. It is declared a fair rate would be 22½ cents and a refund of \$135 is asked.—P.

E. B. BOYD, carrier agent, has been authorized to establish a rate of 11.24c per 100 lbs. on grain products from Cincinnati and group to Shipside, Algiers, Gretina, Harvey, New Orleans, Port Chalmette, Westwego, La.; Mobile, Ala.; Pensacola, Fla., and Gulfport, Miss., for export to Europe, Asia, Africa, Australia, New Zealand and the Philippine Islands without observing the long and short haul section.—P.

THE PASSAGE of the Keating bill was urged recently by Herbert Sheridan, traffic manager of the Baltimore Chamber of Commerce, before the House Com'te on Interstate and Foreign Commerce. The bill proposes that carriers shall make all demands for service of transportation within 90 days of the delivery of the shipment, or be found guilty of a misdemeanor and, upon conviction, be fined not more than \$5,000. The bill would lessen the annoyance and expense caused merchants by the incorrect billing of freight and presentation of bills for undercharges.

THE CASE involving the increase of 5% in freight rates within the state of Illinois, which has been pending before the Public Utilities Commission for a year and a half, has been closed, and a decision is expected before the last of September. It was contended by the railroads that since the interstate rates had been raised 5% by the Interstate Commerce Commission, the state rates should be raised by the same amount, but the shippers held that the state rates were already on an average of 15% higher than the interstate rates, and to increase the rate would add to the discrimination.

COMPLAINT has been made to the Commission by the Chicago Board of Trade against the Lehigh Valley Transportation Co. tariff which affects a material increase in the rates on seeds and by products of grain from mills and factories in Chicago and the Chicago District via the lake route to Buffalo and points east, also to New York and other Atlantic seaboard ports on traffic for export. It is stated that the tariffs give a preference in rates to dealers in Milwaukee, Minneapolis, Peoria and Decatur, Ill., Keokuk, Ia., St. Louis and Kansas City, Cedar Rapids, Ia., and Omaha. The Board asks for rates that are no higher than those applicable from Chicago.—P.

THE NEW EXPORT B/L proposed by the railroad companies to be adopted by all carriers provides that, "property not removed by the party entitled to receive it (the ocean carrier) within 48 hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given, may be kept in car, depot or place of delivery of the carrier, or warehouse, subject to a reasonable charge for storage, and to carrier's responsibility as warehouseman only, and there held at the owner's risk, and without responsibility on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage." This clause is objectionable, especially to millers.

THE EMBARGO on domestic and export grain from all points when consigned to Port Covington elvtr. and other Baltimore stations has been removed by the Western Maryland Ry.; also the embargo on grain consigned to Hagerstown for re-consignment.

THE CHARGE of the Kansas City Board of Trade that the Missouri railroads were charging inter-state grain rates instead of intra-state rates on grain shipped from points in the state to Kansas City, and sustained by the Public Service Commission, was also sustained by a decision of the Supreme Court, when the appeal of the railroads had been heard.

WHEAT DEALERS AND MILLERS of Utah and Idaho, and California jobbers presented their case against railroad rates on wheat and flour from Utah to California and intermediate points, before examiner La Roe of the Interstate Commerce Commission in Salt Lake City recently. It was alleged by the dealers in flour and wheat that the rates are high and that the differentiation in rate scale should be done away with. The plaintiffs declared that the differentiation rates were higher in that territory than in any other part of the United States, rates on flour being from 35 to 50c more per cwt. from Salt Lake City to California points, whereas in the east, differentiation rates of 15c on a cwt. for an equally long haul is considered high. The railroads replied to the request that Utah-Idaho millers be given equal rates on flour and wheat, that the railroads wanted the present rates, which they considered were equitable and fair, and insured the entire western wheat and mill men of prosperity, whereas a change would mean either ruin to the California interests, or ruin to intermountain wheat growers. At the conclusion of the hearing it was ordered that briefs of the arguments be forwarded to the Interstate Commerce Commission. Examiner La Roe said it was possible a more thoro hearing will be ordered.

THE PROTEST against an increase in the rate on grain for export from Colorado points to Galveston and New Orleans, filed with the Interstate Commerce Commission by the Denver Grain Exchange, was heard by examiner La Roe early this week in Denver. Representing the protestants at the hearing were John B. Daish and Charles H. Haines of Denver. George Williams, assistant general freight agent of the Colorado and Southern Ry., outlined the attitude of the railroads to the effect that the increase was justified because of the great difference existing between rates on grain from Colorado common points to Galveston for domestic use and for export, which he said amounted to 17.3c a hundred, while the difference between the rates from Kansas for domestic and for export averaged 10.3c. To adjust this difference it is proposed to increase the present export rate of 35.7c from Loveland to Galveston to 41.2c and the rate of 30.7c from Pueblo to 36.2c. John B. Daish contended that Pueblo is only 992 miles from Galveston, while the rate from Horace, Kan., 1306 miles, is only 31.7c against 30.7c, and Concordia, Kan., 1,087 miles from Galveston, has a rate of 28.2c on grain for export. The export rate on grain from Omaha to Galveston is only 20.2c a hundred altho Omaha is 1,035 miles from Galveston. The increased production of grain for export in Colorado since 1908 was given by Mr. Daish as a factor of importance in governing rates in the state, and he claimed that the proposed increase would cut that state off from exporting its surplus.

A Well Built Corn Elevator.

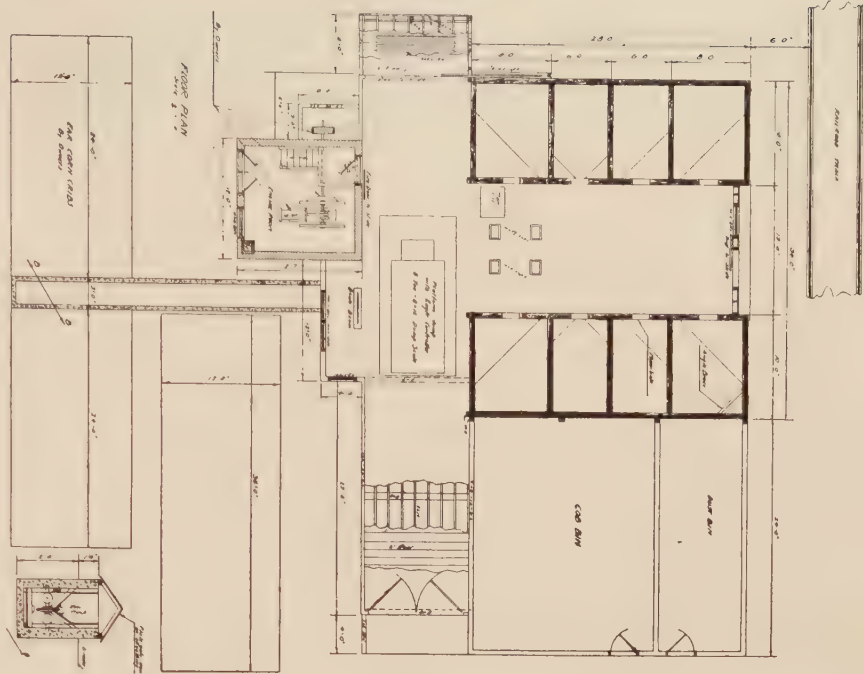
The combination grain handling, ear corn receiving, storing and shelling plant erected at Echo, Minn., for the Echo Milling Co., is an example of the substantial construction that can be put into a grain elevator by the designer and architect when the owner is willing to make an outlay to cover the cost of materials that will endure without expensive repairs, and of a design that will save labor in operation to more than make good the increased initial cost.

The foundation is of reinforced concrete slab, with piers under each wall of the eight side bins. The power house is brick, on concrete foundation, with 4-in. concrete wire mesh reinforced roof carried on channels. The elevator and roofs are iron clad.

The building is 28x34 ft., and cribbed to a height of 45 ft. to the plate, and has 13 bins. Detached are two ear corn cribs, filled from the elevator, 12x36 and 12x48 ft. On the side of the elevator is located the large cob storage building, in which is placed the dust bin.

Wagons unload on a 6-ton, 8x16 dump scale, the dump platform having a controller, the small grain going to elevator leg having 12x6 cups, while the ear corn is fed directly by chain drag from dump to sheller in the pit. The second elevator leg having 12x7 cups, fed by conveyor from the sheller, elevates the shelled corn and cobs to cleaner in the cupola. From this cleaner the grain can be distributed to the several bins from the distributor under the cleaner. The small grain elevator also carries grain to all bins in the elevator. The dump platform is arranged for dumping sleighs.

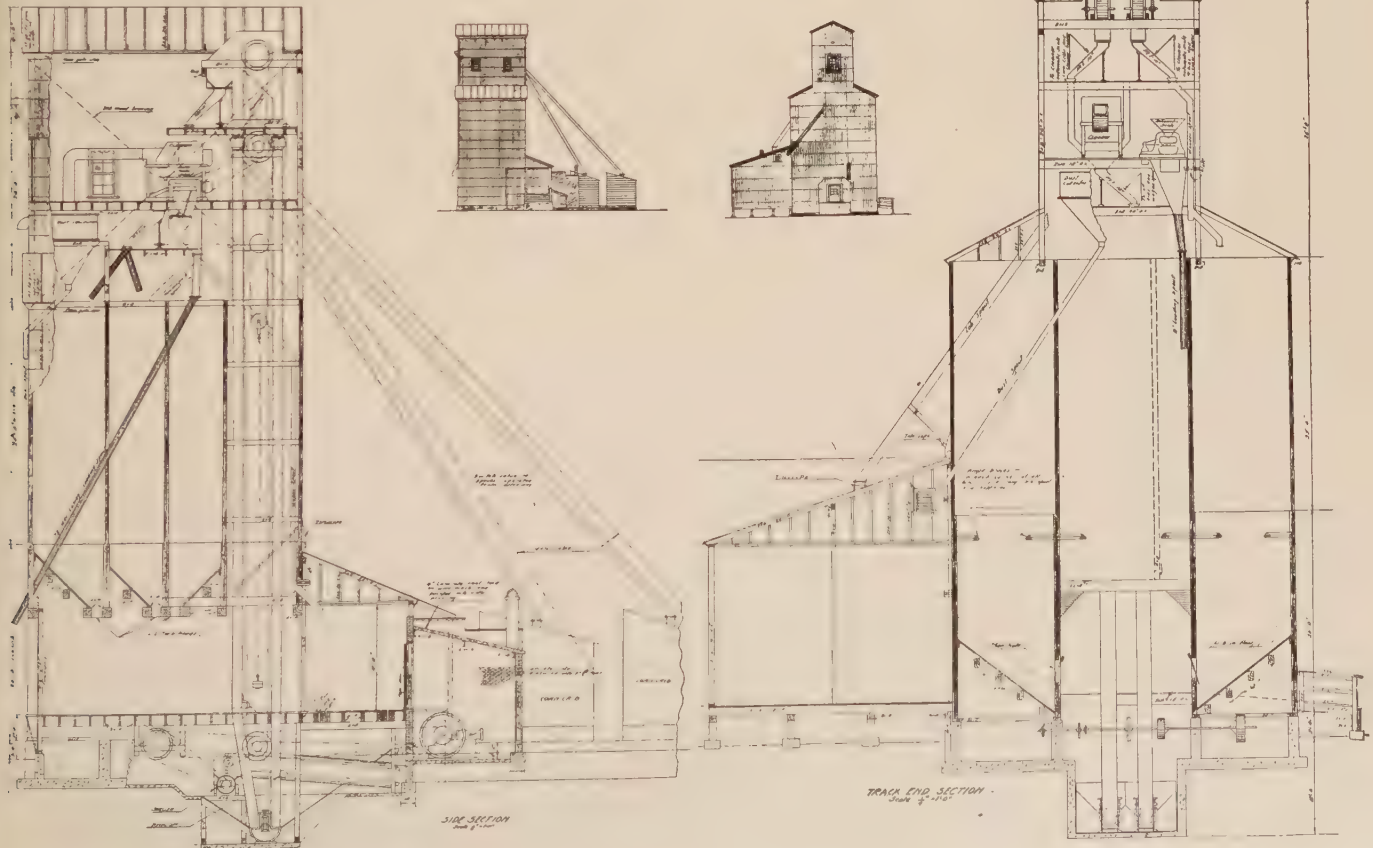
A concrete tunnel, roofed with sheathing and galvanized iron, houses the chain drag which takes ear corn from the two cribs to the sheller.



Floor and Bin Plans of Elevator and Cribs of Corn Elevator at Echo, Minn.

In each corner of all bins are placed angle braces 5 ft. long, 3 ft. 6 ins. apart and hopped. An 8-inch spout of well casing loads cars without a car loader. In the cupola is placed an automatic scale and a dust collector to serve the cleaner. A manlift manufactured by the Union Iron Works is placed to reach automatic scale and main distributing floors.

The 18-h. p. gasoline engine is belted to countershaft in the basement, other belts driving the basement machinery, while the transmission to cupola is by rope. Shown in the engravings are floor plan, side section and track end section. This up-to-date elevator was designed and erected by the Younglove Construction Co.



Side Section and Track End Section of Well Built Corn Elevator at Echo, Minn.

Grain Trade News

ARKANSAS

Little Rock, Ark.—George R. Brown, sec'y of the Arkansas Board of Trade for 20 years, died May 27.

Ft. Smith, Ark.—The Hayes Grain & Commission Co., of Little Rock, will open a branch office in this city on June 15.

CALIFORNIA

San Francisco, Cal.—Fire on the water front June 4 destroyed 1,600 bales of gunnies, the equivalent of 2,000,000 wheat bags.

La Grand, Cal.—An elvtr., with a capacity of 35,000 sacks, is being erected to handle this year's crop. This town is in Merced County.—F. E. Brink, mgr. Diamond Match Co., Woodland.

Stockton, Cal.—We recently installed an elvtr. at our Capital Mills, for the handling of bulk grain for the feed and cereal dept. It is of crib construction and has a capacity of 2,500 to 3,000 tons.—Sperry Flour Co., per Geo. R. McLeod.

Chowchilla, Cal.—J. M. Rangell, a carpenter working on the construction of the elvtr. of W. C. Colley, fell from the roof, a distance of 42 ft. He alighted on the cement floor, suffering a compound fracture of the left wrist and a fracture of the front of the jaw.

Merced, Cal.—The Merced Elvtr. Co. has started the erection of an elvtr., the first to be built here and the largest in the San Joaquin Valley. It will be ready to handle this season's grain. The brick flour mill, partly destroyed by fire in 1912, is being remodeled for the purpose, and will have a capacity equal to 100,000 sacks.

Sacramento, Cal.—The Sperry Flour Co., of Stockton, has taken over 2 Natomas Consolidated Warehouses and will remodel them into elvtrs. to handle bulk grain. The 2 buildings, one 6 miles and the other 14 miles north of this city, will be used to store the wheat crop of Moreling Bros., of about 17,000 acres. The grain will be transferred in bulk by barges to the Sperry Mills.

San Francisco, Cal.—Having purchased the business of the Dunlap-Morgan Co., we have established a wholesale grain dept., which is to operate independently of our milling interests. The head office of the grain dept. will be located at our mill in Los Angeles and will be under the management of T. E. Morgan. We will also maintain offices at the Merchants Exchange Bldg., in this city, under the management of R. D. Joyce; at the Board of Trade Bldg., Portland, Ore., with J. H. Noyes in charge; and at the Walker Bank Bldg., Salt Lake City, Utah, with F. L. Copening as mgr.—Globe Grain & Mfg. Co.

CANADA

Nesbitt, Man.—The Government Elvtr. burned May 25, with a loss of nearly \$6,000, partially covered by insurance.

Winnipeg, Man.—Work is progressing on the addition to the Grain Exchange Bldg., which will cost approximately \$250,000. The 3rd floor will be used for government grain inspection.

Kelsey, Alta.—The elvtr. of the North Star Elvtr. Co. was burned recently, together with 17,000 bus. of oats and 10,000 bus. of wheat. This station is on the C. N. R., 17 miles east of Camrose.

St. John, N. B.—The federal government will erect a 1,000,000-bu. elvtr. in connection with the Canadian government railway system. It expects to have the first unit, of 500,000 bus., ready for use the coming season. Bids will be called for within the next few weeks.

Pambrum, Sask.—The elvtr. of the Saskatchewan & Western Elvtr. Co., containing 15,000 bus. of grain, burned recently.

Winnipeg, Man.—W. E. McGaw, formerly with the Western Canada Flour Mills Co., Ltd., contemplates engaging in the grain business on his own account.

Steelman, Sask.—All that is left of this village is the large elvtrs. which were out of reach of the fire which destroyed this station, located on the Grand Trunk Pacific, 15 miles northwest of Alameda.

Regina, Sask.—Large elvtrs. will be erected here and at Ft. William, Ont., by the Dominion of Canada. Janse Bros., Boomer, Crain & Howe are drawing the plans and will bid on the construction.

Pt. Arthur, Ont.—Contract for a 2,000,000-bu. terminal elvtr. has been let by the Saskatchewan Co-operative Elvtr. Co., of Regina. It will be built on the harbor front, entirely on water, and will be ready for next year's crops.

Vancouver, B. C.—The Alberta Pacific Grain Co. sustained an estimated loss of \$150,000 when its elvtr., containing over 85,000 bus. of wheat, offices and stables, burned May 28. The company, which carried insurance to cover 2/3 of the loss, will rebuild at once.

Pt. Arthur, Ont.—The Grain Growers Grain Co., of Winnipeg, Man., will build a 300,000-bu. elvtr., on the north water front, to replace the one which burned over 2 months ago. It will be an up-to-date hospital elvtr., equipped with the latest machinery, and will be able to handle both water and rail shipments.

COLORADO

Ft. Morgan, Colo.—The Farmers Union contemplates the erection of an elvtr.

Matheson, Colo.—The elvtr. of the Farmers Grain Co. has been closed for the summer.

Ft. Lupton, Colo.—The Farmers Union has bot the elvtr. and mill of the Ft. Lupton Mill & Elvtr. Co.

Avondale, Colo.—The capital stock of the Avondale Alfalfa Mfg. & Elvtr. Co. has been increased from \$30,000 to \$60,000.

IDAHO

American Falls, Ida.—The Farmers Society and Equity Power Co. contemplates the erection of a new elvtr. this summer.

Nezperce, Ida.—The Nezperce Rochdale Co. will ask for bids soon for 50,000-bu. elvtrs. here and at Harris, and for a 30,000-bu. house at Greer.

Rathdrum, Ida.—The foundation of the elvtr. of the Rathdrum Grain & Supply Co. has been readjusted and strengthened with cement bases for the posts.

Vollmer, Ida.—The Vollmer Warehouse & Mfg. Co. incorporated; capital stock, \$50,000; incorporators, J. P. Vollmer, A. E. Clarke and E. W. Eaves. The company will operate the grain warehouses and new flour mill at this place.

Vollmer, Ida.—The Idaho Grain & Tramway Co. incorporated; capital stock, \$50,000; incorporators, J. P. Vollmer, A. E. Clarke and E. W. Eaves. The company will operate grain warehouses at Kooskia, Stites and the tramway leading from the highlands to the Kooskia Warehouse.

Caldwell, Ida.—We are handling lots of grain in bulk and expect to handle more this coming season. We intend to erect a large warehouse but no elvtr. The Idaho Mill & Elvtr. Co. will complete its grain elvtr. this summer. The company has not bot more than its own demand in the past.—W. P. Bales, mgr. Farmers Co-operative Ass'n.

Midvale, Ida.—The Midvale Mfg. & Elvtr. Co., which is a branch of the Caldwell Mfg. & Elvtr. Co., of Caldwell, will build a 75,000-bu. elvtr., work to be started about June 15 so as to be ready by fall. The new building will be practically a duplicate of the company's elvtr. at Cambridge.

Weiser, Ida.—The Weiser Mfg. & Elvtr. Co. will build this season a 90,000-bu. reinforced concrete elvtr. and a 300-bbl. brick flour mill. Work will be started about June 15 so as to be finished to handle the fall grain. The elvtr. will consist of 6 cylindrical 15,000-bu. concrete tanks. Up-to-date equipment will be installed in both buildings. The company will also remodel its present warehouse. F. S. Gwilliam is local mgr. of the company, which is a branch of the Caldwell Mfg. & Elvtr. Co. The Oregon Short Line will build a switch for the company's plant.

ILLINOIS

Clinton, Ill.—I am now out of the grain business.—W. T. Lane.

Alvin, Ill.—I am now mgr. of the Farmers Elvtr. Co.—S. R. Watson.

Bradfordton, Ill.—The Central Illinois Grain Co. is remodeling its elvtr.

Jewell, Ill.—The Jewell Grain Co. has installed a B. S. Constant Cleaner.

Hammond, Ill.—Bunyan & Evans have installed a Boss Air Blast Car Loader.

Owaneco, Ill.—W. H. Barrett & Bros. are installing a Boss Air Blast Car Loader.

Melvin, Ill.—The Farmers Grain Co. has been organized with a capital stock of \$15,000.

Graymont, Ill.—Chas. Ray, formerly agt. of the Rogers Grain Co., has removed to Amboy.

Burton View, Ill.—The Burton View Grain & Coal Co. has enlarged its office building.

Bellflower, Ill.—The W. B. Bradbury Co., operating an elvtr., expects to remodel its power house.

Armstrong, Ill.—John Wood, of Gifford, is having the old implement shed, near his elvtr., wrecked.

Shirland, Ill.—I expect to go out of the grain business soon.—Britt Jewett, of the Jewett Elvtr. Co.

Teheran, Ill.—Theo. Cox, formerly agt. for J. A. McCreery & Sons, has removed to Vinton.—P. M.

Murphysboro, Ill.—The Southern Illinois Mill & Elvtr. Co. will overhaul its plant and install new boilers.

Jacksonville, Ill.—The Jacksonville Grain & Commission Co. has increased its capital stock from \$5,000 to \$10,000.

Westville, Ill.—Farmers contemplate the erection of an elvtr. here.—L. E. Mast, mgr. Jamaica Elvtr. Co., Jamaica.

Springfield, Ill.—King, Farnum & Co., of Chicago, have opened a grain brokerage office in this city with Richard Lloyd as mgr.

Curtis sta. (Greenview p. o.), Ill.—Will Dicken will probably succeed the late Bloomfield Ramsey as agt. for D. H. Currey & Co.

Neponset, Ill.—The Farmers Grain Elvtr. Co. contemplates the erection of a 36x96 ft. iron clad implement house, with a concrete floor.

Mt. Pulaski, Ill.—The Farmers Grain & Elvtr. Co. has opened a lumber yard in connection with its elvtr. Edward Schafer will be in charge.

Ludlow, Ill.—We are making a new foundation and floor for our coal sheds and are building 2 new bins.—R. M. Hodam, of Ludlow Elvtr. Co.

Percy, Ill.—The elvtr. and mill of H. Hahn & Bro., recently purchased by Jones Bros., will be operated under the name of the Jones Mfg. Co.

Alvin, Ill.—The Alvin Grain & Electric Co. incorporated; capital stock, \$10,000; incorporators, Frank M. Yeazel, E. A. Peterson and W. A. Yeazel.

Alta, Ill.—The Farmers Elvtr. Co. has installed a Fairbanks Wagon Scale.

Buckley, Ill.—The Farmers Grain Co. took possession June 1 of its newly acquired elvtr. Chas. Holz is pres. and I am mgr. of the company.—H. E. Morgan.

Hillsdale, Ill.—H. H. Palmer, who has been operating the elvtr. of John Butzer under lease since June, 1909, has been unable to secure a renewal of the lease.

Bloomington, Ill.—L. E. Slick & Co. have purchased the complete equipment for their new 50,000-bu. cleaning house and transfer elvtr. from the B. S. Constant Mfg. Co.

Ridgefarm, Ill.—I resigned my position as mgr. of the Farmers Elvtr. Co. in March, but am still a member of the Newman Grain Co., of Newman.—Frank Jones.

The national shrinkage deduction provided in Supplement 3 to Western Trunk Lines Circular 1-M and effective June 1 does not apply on Illinois intrastate traffic.

Gish sta. (no p. o.), Ill.—W. C. Hofstetter has started work on his new elvtr. at this new station, which is on the C. P. & St. L. R. R. near the Jokisch crossing, south of Virginia.

Windsor, Ill.—We installed electricity 3 years ago when we built and now enclosed the elvtr. with steel so we would have no painting to do.—W. B. Wallace, mgr. Windsor Grain Co.

Lick sta. (Virden p. o.), Ill.—Contract for the 25,000-bu. elvtr. of the Chatham Elvtr. Co., of Chatham, has been let to the Younglove Construction Co. It will cost approximately \$11,000.

Charleston, Ill.—The Charleston Elvtr. Co. has made general repairs in its elvtr., including the installation of a manlift, dumps and chain feeders furnished by the B. S. Constant Mfg. Co.

Smithshire, Ill.—The Shontz Grain Co. is installing a 10-h. p. Lauson Standard Stationary Kerosene Engine in the elvtr. for which it let contract to the Burrell Engineering & Construction Co.

Hanna City, Ill.—The recently organized farmers elvtr. company will operate under the name of the Hanna City Elvtr. Ass'n. Its newly acquired elvtr. is being remodeled into an up-to-date house.

Sheldon, Ill.—The old elvtr. of Ben B. Bishopp is being torn down and report states a new 40,000-bu. structure, 32x32x60 ft., will be built to replace it. The old elvtr. has not been in use for 18 months.

Donnellson, Ill.—Our new office, now under construction, is being built on the site of the old one. A 16x36 ft. warehouse is being constructed adjoining for handling small lots of mill feed.—Donnellson Elvtr. Co.

Seaton, Ill.—Having sold my interest in the elvtr. here to Anderson, Steel & Holmes, of Galesburg, the business is now conducted under the name of the Seaton Grain Co., with G. S. Greer as mgr.—F. L. Duncan.

Collison, Ill.—The recently incorporated Collison Grain Co. is building an elvtr., equipped with a 14-h. p. Lauson Standard Stationary Kerosene Engine. The Burrell Engineering & Construction Co. has the contract for the elvtr.

Appel siding (no p. o.), Ill.—Mr. Appel and myself are building a 35,000-bu. elvtr. here and expect to have it completed by July 15. We will operate under the name of Peterson & Appel, with headquarters at Herscher.—J. C. Peterson, Herscher.

Caledonia, Ill.—Ralston Bros. have let contract for a 30,000-bu. elvtr., to the Younglove Construction Co., to replace their elvtr., which burned Apr. 18. The foundation has been laid and the building will be finished by Aug. 1, at a cost of \$15,000.

Kruger sta. (Lawndale p. o.), Ill.—The recently incorporated East Lincoln Farmers Elvtr. Co. has let contract for an elvtr. to the Younglove Construction Co. The building will be of frame construction, iron clad, and will have a concrete foundation. The C. & A. is now building a side track to connect with the elvtr.

Roberts, Ill.—We have purchased the elvtr. formerly owned and occupied by Hamman Bros. and will operate the 2 elvtrs. in the future, as we were crowded for room. Possession will be given entire on July 1.—J. W. Zimmerman, mgr. Farmers Grain Co.

Lincoln, Ill.—W. H. Conley, with Ware & Leland, of Chicago, on June 1 became affiliated with the E. B. Conover Grain Co., of Springfield, as local mgr. Ware & Leland moved their office to another building and E. Lowitz opened his office in the Lincoln House Bldg.

Newark, Ill.—Work has been started on a 40,000-bu. elvtr. for the newly incorporated Farmers Grain Co. Storage tanks of steel are to be added later which will double the capacity of the elvtr. The building will be finished by July 10. Saathoff & Amacher have the contract.

Darrow sta. (Sheldon p. o.), Ill.—Ernest Stewart, a workman on the recently completed elvtr. of the Farmers Grain Co., while putting the roofing paper on the elvtr., fell a distance of 50 ft., alighting in a pile of soft dirt. His leg was broken, but he escaped without other injuries.

Clinton, Ill.—We have purchased the material and machinery for an 18,000-bu. elvtr. to be built on the site of the old W. T. Lane Elvtr. Contract for the building, which will be located on the I. C. Ry., has been let and work will be started at once and completed before fall.—Cline & Wood.

Jamaica, Ill.—We organized a new farmers elvtr. company on May 25 and bot the elvtr. of J. E. Barton. K. E. Rowand is pres., James Hart, sec'y, and L. E. Mast, of Blainstown, Ia., mgr. of company, which will handle coal and lumber in connection with the elvtr.—Jamaica Elvtr. Co.

Blackstone, Ill.—H. A. Grimm is mgr. of the recently incorporated Farmers Grain Co. which has let contract for the erection of a 25,000-bu. elvtr. to Henry Lesch & Co. Equipment includes 6-ton Fairbanks-Morse Wagon Scales, 20-h. p. Fairbanks Oil Engine and Fairbanks Automatic Scales. A coal shed will be constructed.

Springfield, Ill.—Judge James A. Creighton in the circuit court June 3 upheld the order of the state public utilities commission which directed the L. E. & W. Railroad Company to build a switch track up to the grain elvtr. of J. S. Cameron at Elliott, Ill. The railroad company had refused to lay the tracks and had appealed from the order to the circuit court.

Roseville, Ill.—The Farmers Elvtr. Co. has completed the improvements on the interior of its recently acquired elvtr. and will probably start work soon on the exterior. The old gasoline engine has been replaced with an electric motor. The capacity has been increased and the house has been made up-to-date in every respect. C. W. Langdon, former owner, is mgr.

Pierron, Ill.—I have not definitely decided regarding rebuilding my elvtr. which burned at 5:15 on the morning of May 15. We had a heavy thunder storm during the night and believe it was struck by lightning, causing fire which smoldered for several hours. Loss on the building and machinery about \$5,000; on wheat and corn about \$6,000; insurance, \$4,500; salvage, \$1,500.—Phil M. Essenpreis.

Peoria, Ill.—Three men were injured at the malt house of the Gippis Brewing Co., when the 6th floor gave way, carrying with it the floors below to the basement. The building is under lease to C. E. Metzger, trustee for the insurance companies concerned in the Iowa Elvtr. fires. He has been salvaging the hundreds of thousands of bus. of damaged grain, drying it in this and other kilns and shipping.

El Paso, Ill.—S. E. Abrams, mgr. of our elvtr. here, was found dead June 4, on a couch in his home. His death was apparently due to heart trouble, as his family left him sitting on the porch only an hour previous. He had been in the employ of our company for the last 6 years and had been in the grain business for 25 years. F. E. Bullock will probably succeed him as elvtr. mgr.—El Paso Elvtr. Co.

Decatur, Ill.—Decatur Grain & Mercantile Co. incorporated; capital stock, \$10,000; incorporators, Albert Hiser, Matthew T. Kavanaugh and Thos. D. Riney.

Alvin, Ill.—The Smith-Carter case, which was scheduled to be heard in January, is now being heard in the circuit court. Smith, a prominent farmer, claims to have made a contract with the elvtr. company for the delivery of grain at a certain price. When he brot the first deliveries the elvtr. company refused to take them and he was forced to sell to another company at a great reduction. He is asking for the difference in the price of the grain and the enforcement of the contract.

CHICAGO NOTES.

Robert J. Laughrey, former member of the Board of Trade, died recently, aged 51 years.

The finance com'te of the Board of Trade has fixed the rate of interest for June at 5% per annum.

The press corner of the Board of Trade will now occupy the space formerly taken by the old cash grain call.

W. J. Ray is now traveling thru Iowa for C. H. Thayer & Co. as Clement, Curtis & Co., turned their cash grain business over to this company.

Harvey S. Williams, member of the Board of Trade, has gone to Louisville, Ky., to engage in a general commission business, under the firm name of Williams & Monroe.

W. A. Frazer, Jr., formerly connected with the cash grain dept. of Clement, Curtis & Co., is now in the wheat pit on the Board of Trade, as a broker on his own account.

Our grain dept., which had been conducted by the late Charles E. Timberlake, will now be in charge of Wm. M. Timberlake, Sr., and associated with him will be his son, Erwin B. Timberlake.—Bridge & Leonard.

The directors of the Board of Trade on May 26 declared regular until July 1 parts of the Calumet, Rialto and Keystone Elvtrs. Later at the request of the owners the Rialto was declared irregular.

The petition to the directors of the Board of Trade, asking that the rules be changed so that it will not be considered a violation of them for commission houses to pay out profits on open trades, has been referred to a com'te.

The firm of A. O. Slaughter & Co., by mutual agreement, has been dissolved and a co-partnership has been formed by William H. Lake, Frank W. Thomas and John T. McNally, under the same name. A general brokerage business in grain, stock, bonds, provisions and cotton will be transacted, the new company having taken over the business of the old firm. Mr. Lake has taken over the memberships held by P. W. Seipp in the Minneapolis, Duluth and Winnipeg exchanges.

The Board of Trade turned out nearly 3,000 strong to march in the Preparedness Parade in Chicago, Saturday, June 3. Business on the Board was suspended for the day. About 600 men from the State Grain Inspection Office and the grain elevators in the city joined with the Board in the "Preparedness" demonstration, each participant carrying a flag furnished by the Board. Judging from the cheers that went up from the line of spectators when the Board of Trade men passed by, they formed one of the most popular sections in the parade. There were 12 companies in the Board of Trade division, under command of General C. S. Bently. Pres. Joseph P. Griffin led the company composed of officials and ex-officials of the Board. The standard bearers were George Koehl, James Adams, George E. Booth and Lawrence Croaten. Nothing daunted by this patriotic acquaintance with the cobblestones of Chicago, the members were in the gayest of spirits all the time, and enlivened their march by lusty cheering now and then. The Board of Trade rooms were thrown open to members and their friends, and luncheon and lemonade were served during the afternoon.

Frank M. Anderson is now mgr. of the grain dept. of the Hales & Edwards Co., taking this position June 1.

The Industrial Grain Products Co. incorporated capital stock, \$100,000; incorporators, F. W. Balcomb, Chas. D. McGrath and C. A. Neilsen.

Thos. F. Murphy, Paul Brown and Frank M. Turnbull have applied for membership in the Board of Trade. Robert J. Hanley, E. M. Gallup, with the Norris Grain Co., Erwin B. Timberlake, Francis J. Dolan, with Lamson Bros. & Co., Geo. Wm. Altorfer, Lee S. Thomson, J. J. Carew, of New York, and Cloyd Loughry, of Monticello, Ind., have been admitted to membership and the memberships of V. J. Peterson, Edson Keith, Arthur M. Millard, Thos. M. Harty, Jos. R. Patton, Robt. E. Tearse, J. M. Galbreath, David B. Van Emburgh, Philip W. Seipp and the estates of A. O. Slaughter, Paul Brown, Jr., and W. R. Rend have been posted for transfer. Memberships are selling at \$4,000 net to buyer.

INDIANA

Kings, Ind.—Don C. Buell is installing a Boss Car Loader.

Grabill, Ind.—The Witmer Grain Co. is building a new coal shed.

Winamac, Ind.—Starr Bros. have installed 2 new dumps in their elvtr.

Monroeville, Ind.—The owner of the Townley Elvtr. died some time ago.—W. Kreager.

Corydon Junction, Ind.—The W. D. Hurn Mfg. Co. has its new elvtr. and mill in operation.

Thurman, Ind.—The erection of an elvtr. is contemplated by the Equity Union, work to start in a few weeks.

Ligonier, Ind.—W. A. Jackson is now mgr. and treas. of the Farmers Elvtr. Co., succeeding F. J. Cramer.

Dunreith, Ind.—Lines & Boyd have traded for an elvtr. at this place, taking possession June 1.—W. R. Lines, Messick.

Williamstown, Ind.—The Sandusky Farmers Elvtr. Co., of Greensburg, has completed the repairs on its elvtr.

Ade sta. (Brook p. o.), Ind.—The elvtr. of the Ade Grain Co., which burned May 13, will be rebuilt as soon as possible.

Poseyville, Ind.—The Poseyville Mfg. Co., operating a 30,000-bu. elvtr. and mill here, has placed a new smoke stack on its plant.

North Hayden sta. (Lowell p. o.), Ind.—A coal shed and feed house will be built this summer by the Gleaners & Farmers Elvtr. Co.

Tefft, Ind.—The Tefft Elvtr., owned by D. L. Brookie, was sold to G. L. Monon on June 3. I will continue in charge.—W. D. De Armond.

Brook, Ind.—C. H. Lyons, who has been in the offices of the Squires Grain Co. at Des Moines, Ia., will now represent the Sawers Grain Co. here.

Henryville, Ind.—Henryville Supply Co. incorporated to operate grain elvtrs.; capital stock, \$5,000; incorporators, Jacob Eberts, Conrad Eberts and Edward C. Eberts.

Mardenis sta. (Huntington p. o.), Ind.—The recently organized Equity Union has bot the elvtr. of Weber & Purviance. Harold Guthrie will be mgr. when the company takes possession on June 20.

Ft. Wayne, Ind.—H. E. Garrison, formerly elvtr. supt. for Stewart & Geidel, of Pittsburgh, Pa., will have charge of our plant. We will be ready for operation about July 1.—J. W. McMillen & Son.

Redkey, Ind.—I was agt. of the Jay Grain Co., which lost its elvtr. by fire in 1913. I am now buying grain on my own account and may install machinery in a small building in the near future.—O. Jay.

Winamac, Ind.—Hoy King, of Franklin, will be mgr. of the elvtr. now under construction for the Farmers Elvtr. Co. The transmission machinery, shellers and cleaners are being furnished by the B. S. Constant Mfg. Co.

Markleville, Ind.—J. E. Jones, agt. for W. H. Aiman, was married June 4 to Miss Lena Painter.

Middletown, Ind.—We have leased the elvtr. and mill of the Daniels & Pickering Co. and will take possession June 12. We will continue to operate our elvtr. at Sanborn with headquarters here. This town is in Henry County.—J. M. Walker & Son, Sanborn.

Franklin, Ind.—The Suckow Mfg. Co. is having a large brick smoke stack erected at its plant. The company operates a 150,000-bu. elvtr. and 400-bbl. mill. Harley Adams, who has been employed by the company for 11 years, has resigned his position as elvtr. foreman.

The following new members have been received in the Indiana Grain Dealers Ass'n: Chase Grain Co., Chase; Jos. W. Witt & Co., Hazelrigg; Farmers Elvtr. Co., Poneto; Marvin S. Hufford, Sedalia; Seeger & Betts, Marshfield; McComas & Brant, Boyleston, Ind.; J. C. Phillips, Star City; Arnold & Nelson, Montpelier; Miller & Brickley Grain Co., Uniondale; Crowell Grain Co., Columbia City; J. F. Plice, Markle; H. L. Walker, Montpelier; Carl Cue, Cambria; J. W. McMillen & Son, Ft. Wayne; J. H. Smith & Co., Buckeye, Ind.; Cleveland Grain Co., Cleveland, O.; Dorsel Co., Cincinnati, O.; Mackenzie & Day, Chicago, Ill., and Electric Grain Elvtr. Co., Buffalo, N. Y.—Chas. B. Riley, sec'y, Indianapolis.

Covington, Ind.—The elvtr. of the Covington Grain Co. burned May 31, with a loss of \$22,000. Insurance on the building only \$3,000, a policy for \$3,500 having expired the previous day. The fire was burning fiercely when discovered by 2 tramps. The elvtr. contained 3,600 bus. of wheat, 2,800 bus. of corn, 800 bus. of rye, a carload of feed and 50 bbls. of flour. W. M. Moore, of this city, who is local mgr., and D. C. Moore and Wm. Rider, of Waynetown, were the owners of this elvtr., which is the 3rd on this site that has burned. The company will commence at once the erection of a new elvtr. It owns the elvtr. west of the Big Four station, which is not sufficiently equipped to take care of the business here, and also the elvtr. at Foster.

INDIANAPOLIS LETTER.

Harley Adams, of Franklin, has secured a position in the elvtr. of the Acme-Evans Mfg. Co.

The nominating com'te of the Board of Trade on May 26 nominated the following regular ticket for the board's annual election, June 12: Pres., Dr. James H. Taylor; vice-pres., A. M. Glossbrenner; treas., Tom Oddy; members of the governing com'te, L. C. Boyd, Wm. H. Cooper, Linton A. Cox, Sidney M. Dyer, Edgar H. Evans, Geo. H. Evans, John S. Lazarus, John E. McGettigan, Wm. J. Mooney, Chas. C. Perry and Frank A. Witt.

IOWA

Oakland, Ia.—William Peters is building an elvtr. on his farm.

Pierson, Ia.—The Farmers Elvtr. Co. will build a 20x30 ft. brick office.

Menlo, Ia.—Chris Wildman's new elvtr. is rapidly nearing completion.

Armstrong, Ia.—The elvtr. of the Farmers Elvtr. Co. has been damaged by lightning.

Menno, Ia.—The Farmers Elvtr. Co. has been organized by O. E. Gullickson and others.

Eldon, Ia.—Work has been started on the new elvtr. of O. A. Talbott & Co., of Keokuk.

Fonda, Ia.—Will C. Wood, mgr. of the Farmers Elvtr. Co., is a candidate for public auditor.

Waterloo, Ia.—I have accepted a position as local mgr. of the office, which Mackenzie & Day, of Chicago, Ill., recently opened in the Marsh-Place Bldg. I resigned my position with Lamson Bros. & Co., May 26, having been in their employ over 9 years.—C. G. Larrabee.

Cedar Rapids, Ia.—The Quaker Oats Co. will erect two 8-story buildings here.

Lake City, Ia.—The elvtr. of the Uptike Grain Co., which burned May 10, will be rebuilt at once.

Kingsley, Ia.—Jas. Bolton is now mgr. of the Farmers Elvtr. Co., succeeding Wm. Creasy, resigned.

Washington, Ia.—W. G. Montgomery, at one time engaged in the grain business here, died recently.

Kensett, Ia.—A. S. Tragethoen is acting as mgr. of the elvtr. of Thompto & Heiney during the absence of L. L. Knutson, mgr.

Randall, Ia.—We will lower our driveway and make other improvements at our elvtr. but have not made definite plans.—Neel Grain Co.

Ocheyedan, Ia.—Humphrey Henderson has resigned as agt. for E. A. Brown after 18 years of service and is now mgr. of the Farmers Elvtr. Co.

Ellsworth, Ia.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of Reynolds & Rude for \$9,000 and will take possession about June 15.

Moorhead, Ia.—A. A. Hart, employed by the Nye Schneider Fowler Co. at Ute, has succeeded R. L. Cline, who resigned as agt. for the company here.

Columbus Junction, Ia.—Sprague & Weber have secured a new site across the tracks for the elvtr. they will build to replace the one burned May 2.

Sherwood, Ia.—Farmers have organized a company and contemplate the construction of an elvtr. at once. B. F. Holder is pres.—G. L. Pray, Lake City.

Weston, Ia.—P. J. Gallagher, at one time engaged in the grain business at this place, died of pneumonia at Council Bluffs May 26 at the age of 55 years.

Danbury, Ia.—Tony Reimer has been chosen as mgr. of the elvtr. which the Farmers Elvtr. Co. bot from Hancock & Nicolls, who are now located at Buffalo, Mont.

Crooks sta. (Burnside p. o.), Ia.—Peter Greenfield, formerly agt. for Wright & McWhinney at Lohrville, is now mgr. of the Farmers Elvtr. Co. here, succeeding N. J. Minnis.

Ida Grove, Ia.—N. J. Minnis, formerly mgr. of the Farmers Elvtr. Co. at Crooks sta. (Burnside p. o.), has bot a half interest in an elvtr. here and taken over the management of it.

Belmond, Ia.—E. R. Ballou has resigned as mgr. of the Farmers Elvtr. Co. and bot the elvtr. of the J. & R. Grain Co. He will operate it as the Belmond Grain Co. and will handle feed and coal in connection.

Percival, Ia.—The elvtr. of Noble & Reed, of Hamburg, which is now being rebuilt, will be equipped with a sheller and cleaner and will be up-to-date in every way when finished. The only other elvtr. at this station is operated by J. R. Bentley.—X.

Fremont, Ia.—Will Rhoades, aged 38 years, is in the county jail, charged with embezzling from \$25,000 to \$50,000, by selling the grain which farmers had stored in the elvtr. of which he had charge. The grain had been shipped to various other elvtrs. on account of limited storage room here, and Mr. Rhoades sold it and speculated. After pleading guilty, the judge pronounced sentence, that he be confined in the penitentiary at Ft. Madison, at hard labor, for a period not to exceed 5 years.

Whiting, Ia.—Having recently sold my elvtr. to the Farmers Elvtr. Co., I have purchased a half interest in the elvtr. of Cassidy & Whiting. The new owners will be Elliott & McBeach, who will operate under this name or the Elliott Elvtr. Co., with B. L. Foss as mgr. I give possession to the Farmers Elvtr. Co. July 1 and take possession of my newly acquired elvtr. on the same date. We expect to repair and enlarge this house to make it one of the best elvtrs. in western Iowa.—A. B. Elliott.

KANSAS

Esbon, Kan.—The Farmers Union has purchased the West Elvtr.

Ludell, Kan.—The elvtr. of the Farmers Elvtr. Co. is being remodeled.

Cionmel, Kan.—C. J. Honer is installing a Side Hopper Boss Car Loader.

Langdon, Kan.—L. C. Tibbitts is building a 15,000-bu. up-to-date elvtr. on his farm.

Edmond, Kan.—The Peterson Grain Co. will not build an elvtr. here as reported. —X.

Speed, Kan.—The Farmers Union has bot the elvtr. of C. F. Blauer and employed Philip Blauer as mgr.

Seneca, Kan.—We have bot the elvtr. of Roop & Else, located on the St. J. & G. I. —D. H. Ferguson & Co.

Tampa, Kan.—The Farmers Grain & Supply Co. has been incorporated with a capital stock of \$10,000.

Healey, Kan.—The Healey Co-operative Elvtr. Co. has been incorporated with a capital stock of \$10,000.

Axtell, Kan.—I am mgr. of the Farmers Union Business Ass'n, which bot the elvtr. of I. W. Kerr.—E. W. Bergmann.

Washington, Kan.—The Farmers Union will build a 20x60 ft. warehouse in connection with its recently acquired elvtr.

Albert, Kan.—The Farmers Elvtr. Co. has purchased a coal business which it will operate in connection with its elvtrs.

Clyde, Kan.—W. H. Burrough has succeeded P. M. Howard as mgr. of the Clyde Co-operative Supply Co.—J. F. Marion.

Bucklin, Kan.—Work is progressing on the elvtr. under construction for the Gould Grain Co., of Wilroads.—S. C. George, Dodge City.

Dodge City, Kan.—A local meeting of members of the Kansas Grain Dealers Ass'n was held here on the evening of June 9.—E. J. Smiley, sec'y.

Spearsville, Kan.—Wm. H. Weidower, formerly of the Grain Belt Elvtr. Co., is the new mgr. of our company.—Farmers Grain & Supply Co.

Bucklin, Kan.—We are holding a local meeting of members of the Kansas Grain Dealers Ass'n June 10.—E. J. Smiley, sec'y.

Kiowa, Kan.—A joint meeting of the Oklahoma-Kansas Ass'n will be held Tuesday evening, June 13.—E. J. Smiley, sec'y Kansas G. D. A.

Salina, Kan.—A local meeting of members of the Kansas Grain Dealers Ass'n was held in this city on June 7.—E. J. Smiley, sec'y.

Viola, Kan.—C. D. Brandt, my brother, has bot an elvtr. here. We formerly owned an elvtr. at Rosston, Okla.—L. D. Brandt, Douglass.

Haddam, Kan.—Farmers Union Elvtr. & Supply Co. incorporated; capital stock, \$10,000; incorporators, Frank H. Babbit, J. K. Hoffman and Robert Shaw.

Hutchinson, Kan.—A local meeting of members of the Kansas Grain Dealers Ass'n was held in this city on June 8.—E. J. Smiley, sec'y.

Downs, Kan.—A local meeting of members of the Kansas Grain Dealers Ass'n will be held here on the evening of June 19.—E. J. Smiley, sec'y.

Parsons, Kan.—The Labette County Farmers Mercantile Ass'n has incorporated with a capital stock of \$10,000. The erection of an elvtr. is contemplated.

Harveyville, Kan.—The elvtr. of the J. H. Dougan Grain Co. is being repaired. The office and scale room have been enlarged and other improvements made.

Phillipsburg, Kan.—I will hold a local meeting of members of the Kansas Grain Dealers Ass'n on the evening of June 20, in this city.—E. J. Smiley, sec'y.

Coldwater, Kan.—I will hold a local meeting of members of the Kansas Grain Dealers Ass'n here on the evening of June 12, and also on June 21.—E. J. Smiley, sec'y.

Arkansas City, Kan.—A joint meeting of the Oklahoma-Kansas Ass'n will be held in this city on the evening of June 14.—E. J. Smiley, sec'y Kansas G. D. A.

Plainville, Kan.—We are installing a 200-h. p. oil engine which will be in operation by Aug. 1. Our plant is in first class condition.—Plainville Mill & Elvtr. Co.

Durham, Kan.—The Durham Grain Co. has bot the elvtr. of the C. E. Robinson Grain Co. H. C. Ricer, former agt., will move to Smith Center to manage an elvtr. there.

Elyria, Kan.—H. H. Fleming has resigned as agt. of the elvtr. of Colburn Bros. and taken over the management of the Farmers Elvtr. Co.'s elvtr., succeeding D. C. Voth.

Kiowa, Kan.—We will operate the 10,000-bu. elvtr., on the A. T. & S. F., which we bot from the Stevens-Scott Grain Co., under the name of the Mills Grain Co.—W. P. Mills, mgr.

Osborne, Kan.—W. W. Wright, formerly with the Farmers Co-operative Ass'n, is now with the Bureau of Markets, Washington, D. C. Mr. Johnson, formerly with the Solomon Mill, succeeded Mr. Wright.

Macksville, Kan.—Work is progressing on the new 30,000-bu. iron clad elvtr. for which the Farmers Co-operative Ass'n recently let contract to the Western Construction Co. It is being erected near the old house.

Douglass, Kan.—We have sold our elvtr. here to L. D. Plandt, of Rosston, Okla. He is a practical elvtr. man, having been associated with his father in the grain business at Severy, Kan., and Rosston, Okla.—Conklin Grain Co.

Elyria, Kan.—The Wall-Rogalsky Mfg. Co. has purchased the elvtr. of J. P. Krehbiel, of Moundridge, which it had been operating under lease. The new owners are wrecking the building and erecting an up-to-date elvtr. to replace it.

Saxman, Kan.—We have installed a 5-bu. Richardson Automatic Scale and a 20-h. p. I. H. C. Mogul Oil Engine in our elvtr., also a dynamo, with storage battery capacity sufficient for lighting our town, giving 24-hour service.—E. S. Leonard Grain Co.

Hutchinson, Kan.—Preliminary plans for the erection of a terminal elvtr. and flour mill have been drawn by the Ball Mfg. Co., but nothing definite has been decided regarding this matter. The company will have 12 elvtrs. in operation by the time wheat is ready to move.

Medicine Lodge, Kan.—H. W. Skinner is building a 40,000-bu. iron clad elvtr., on the Santa Fe. Equipment will include an automatic scale, cleaner, roller feed mill, manlift, and overhead electric dump. The machinery will be operated by 4 motors. Contract has been let to the White Star Co.

Topeka, Kan.—Total collections of the state grain inspection dept. for April were \$9,368.60; compared with \$2,169.10 in April, 1915. Expenses of the dept. for April were \$5,736. The dept. weighed 6,105 cars of grain and inspected 10,897 during the month. Inspections dropped off slightly from March, when the fees collected totaled \$11,015.62. The state grain inspection fee fund to be turned into the state treasury by the next legislature now is more than \$54,000.

The following have recently become members of the Kansas Grain Dealers Ass'n: Farmers Mercantile Co., Marquette J. S. Null, Spring Hill, Delevan Lumber Co., Delevan, J. W. Kelly, Munden, W. C. Bracken Grain Co., Clayton, J. D. Curtis, Stella, Neb., Jancuseck & Hloucal, Ellsworth, Wm. F. Bolen, Rossville, F. H. Geiger, Everest, Mackey-McBrayer Lumber Co., Kiowa, Sawyer Equity Exchange, Sawyer, Lor R. Prose, Ford; Moscow Elvtr. Co., Moscow, Bucklin Co-operative Exchange, Bucklin, Katy Grain Co., Rosedale Frank Barnes, Elk City, Wilson & Lund, Lasita, J. M. Kellogg, Colby, Smith Co. Farmers Union, Lebanon, Pittsburg Corn Mill, Pittsburg, and Brooks-Bedell Grain Co., Wichita.—E. J. Smiley, sec'y.

Oxford, Kan.—The Oxford Mill & Elvtr. Co. is making extensive repairs.

Centerview sta. (no p. o.), Kan.—The Farmers Elvtr. Co. has the framework for its new elvtr. practically completed, as well as its office and scale house. The White Star Co. has the contract. Another elvtr. is in course of construction at this station, which is on the Anthony & Northern, and was formerly called Norris and later Wendell.

Topeka, Kan.—I will hold local meetings as follows: Bucklin, on the evening of June 10; Coldwater, on the evening of June 12. Local meetings were held at Salina, on the evening of June 7; Hutchinson, on the evening of June 8, and Dodge City, on the evening of June 9. A joint meeting of the Oklahoma-Kansas Ass'n will be held in Kiowa, the evening of the 13th; and Arkansas City, evening of the 14th; Downs, evening of the 19th; Phillipsburg, evening of the 20th, and Coldwater, evening of the 21st. The last 3 mentioned places are just the Kansas Grain Dealers Ass'n local meetings. A joint meeting of the Missouri-Kansas Ass'n will be held in St. Joe, evening of the 23rd, and probably the afternoon also.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

WICHITA LETTER.

C. C. Smith, a member of the Woodside-Smith Grain Co., was bereaved recently by the death of his father.

The Woodside-Smith Grain Co. and the Baldwin-Barr Grain Co. have moved to new offices in the Board of Trade Bldg.

The Craig-Winters Grain Co. is not a member of the Grain Exchange and J. W. Craig, of the J. W. Craig Grain Co., is in no wise connected with it.

A. M. Carter has bot the membership of W. H. Hastings and W. F. McCullough has bot the membership of N. H. Keith, which gives Mr. McCullough 2 memberships.—J. H. Sherman, sec'y Board of Trade.

An additional telephone booth has been added to the Exchange Hall of the Board of Trade and the telegraf facilities greatly increased. The sample tables are so crowded additional tables will no doubt be added before the new crop starts to move.

A new track will be built by the railroad to the 1,250,000-bu. concrete terminal elvtr., work on which will be started next month. It will consist of several concrete tanks, and according to a decision of the city commission, is out of the city, so will not be subject to city taxes.

The Wichita Board of Trade has decided to entertain its friends and patrons in the trade June 15-16. Pres. Powell has appointed as a program com'tee Paul Bossemeyer, Edward Kelly and Thad L. Hoffman. He has also appointed as an entertainment com'tee Sam P. Wallingford, J. R. Harold and J. W. Craig. A splendid time is assured all visitors.

W. J. Anderson, of the Anderson Grain Co., got judgment May 26 in the county court for \$1 damages in his suit against the Walker Grain Co. to recover \$225 loss due to failure of the defendant to accept 5,000 bus. of wheat shipped in April, 1914, on contract. The Walker Grain Co. made a counter claim, alleging the plaintiff failed to deliver the wheat.

KENTUCKY

Lexington, Ky.—The Midway Distillery Co. has let contract for a grain tower.

Paducah, Ky.—The Kentucky Cereal Co. incorporated; capital stock, \$50,000; incorporators, H. F. Singleton, Geo. A. Allen and others.

Louisville, Ky.—Harvey S. Williams, of Chicago, Ill., has become associated with Herman F. Monroe in the grain and stock brokerage business. The new firm will operate as Williams & Monroe, successors to Herman F. Monroe & Co., and will be represented on the Chicago Board of Trade by Thomson & McKinnon, with whom Mr. Williams has been connected.

LOUISIANA

Jennings, La.—The Krielow Grain & Mercantile Co. will build a large warehouse and store room.

MARYLAND**BALTIMORE LETTER.**

W. Stran McCurley has been admitted to membership in the Chamber of Commerce and the membership of the estate of John M. D. Heald has been transferred.—James B. Hessong, sec'y.

The largest carload of oats on record here, containing 3,425 bus. and 20 lbs. of oats, was unloaded into the Canton Elvtr. No. 3 on June 3. It was P. L. 563153, shipped by the Anchor Elvtr. Co., Win-nipeg, Man., to an exporter here. The largest previous car contained 3,192 bus. and 26 lbs., unloaded Apr. 12 into the Canton Elvtr. No. 1.

We are indebted to Sec'y James B. Hessong for a copy of the 61st annual report of the Chamber of Commerce, for the year ending Dec. 31, 1915. It contains a list of officers, board of directors, com'ites, act of incorporation and amendments, rules, regulations, by-laws and members of the chamber. Valuable statistics covering receipts and shipments, prices, etc., are also given.

MICHIGAN

Elm, Mich.—The erection of an elvtr. at this place is being discussed.

Flushing, Mich.—W. J. Short has taken over the grain business of Short & Reed.—C. E. Hankins, Bancroft.

Davison, Mich.—We will change our 3-h. p. gasoline engine for a new 40-h. p. oil engine this summer.—Burroughs-Wolohan Elvtr. Co.

Cadmus, Mich.—Lightning on May 27 struck the elvtr. of Cutler, Dickerson & Co., of which Geo. McRoberts is agt., making a hole in the roof and causing some of the beams to splinter.

Brown City, Mich.—Fred Stevens, night watchman for the Eureka Mill & Elvtr. Co., is suffering from a broken leg. He was wheeling ashes from the engine room and fell, striking his hip.

Athens, Mich.—W. F. Wolfe, whose elvtr. burned Mar. 14, has bot the elvtr. of the Eldred Mill Co. He took possession June 1 and plans to more than double the capacity and make other improvements in the structure.

Lake City, Mich.—Work will start soon on the new elvtr. of the McBain Grain Co., of McBain. It will be built of cement blocks and will be equipped for handling beans and other grains. The beans bot by the company along the G. R. & I. Ry. are to be shipped here for picking.

Freeland, Mich.—O. A. Beach, of Saginaw, has bot the interests, in the Peoples Grain Co., of R. A. Law, general mgr., and D. W. Thomson, sec'y. These men will retire from the elvtr. business and Mr. Beach, who has been buyer at the Freeland Elvtr. and mgr. of the Barbarin & Beach Elvtr., will take over the management.

Whitehall, Mich.—Chas. C. Johnson, 72 years of age, pres. of the Johnson Mlg. Co., of Muskegon, and his son, Walter L. Johnson, vice-pres. and general mgr. of the company, have been charged with being the incendiaries who destroyed on May 3 the elvtr., mill and warehouse of Reed Bros., entailing a loss of \$18,000. They are now under arrest.

Portland, Mich.—Fred S. Lockwood, organizer and general mgr. of the Farmers Elvtr. Co. until last December, when he was obliged to give up the management on account of illness, will engage in business on his own account. He will begin the erection about July 1 of warehouses, on land north of the present elvtr., and will handle fuel, but will later handle all kinds of grain, beans and clover seed. U. J. Maynard has been acting as mgr. of the Farmers Elvtr. Co. until a successor is chosen.

Bellevue, Mich.—The recently incorporated Co-operative Elvtr. & Warehouse Co. has bot the elvtr. of Cargo & Owens.

MINNESOTA

Mazeppa, Minn.—Peter Engelhart has bot the elvtr. of Theo. Maas.

Hills, Minn.—Otto Nelson has purchased the elvtr. of the Benson Grain Co.

Spicer, Minn.—The Monarch Elvtr. Co. operates the only elvtr. at this station.—X.

Mapleton, Minn.—The Farmers Equity Elvtr. Co. is preparing to erect a new elvtr.

Duluth, Minn.—Work on the foundation of the new elvtr. of the Capital Elvtr. Co. has been started.

French sta. (Fergus Falls p. o.), Minn.—Arrangements are being made to establish a farmers elvtr. here.

Raymond, Minn.—Frank Stutleberg, formerly agt. of the Thorpe Elvtr. Co., has removed to Clara City.

Royalton, Minn.—The Niels Elvtr. Co., of Sauk Rapids, has bot the elvtr. and potato warehouse of J. C. Bargabos.

Westbrook, Minn.—K. Krueger died May 15 and the business will now be conducted by his son, Karty.—J. J. Christy.

Northfield, Minn.—The Northfield Mercantile & Elvtr. Co. has voted to extend its period of incorporation to 30 years.

Dovray, Minn.—The elvtr. of the Skewis Grain Co. burned May 16. I think it will be rebuilt.—J. J. Christy, Westbrook.

Carver, Minn.—The Farmers Elvtr. Co. has been organized and will take over the elvtr. of the Carver Elvtr. Co. on July 15.

Karlstad, Minn.—The Farmers Elvtr. Co. will be organized this year to take over one of the elvtrs. here.—C. W. Johnson, agt. Atlantic Elvtr. Co.

Duluth, Minn.—The commission charge on dealings in futures in wheat has been increased from $\frac{1}{8}$ c a bu. to \$1.50 per 1,000 bus., by the Board of Trade.

Crookston, Minn.—Orin Daniels will install an up-to-date feed mill in his recently acquired elvtr. He is now handling seeds, flour and hay in connection with his grain business.

Hector, Minn.—The Farmers Grain Exchange is installing electric lights and will use an electric motor for power in its elvtr. The interior of the elvtr. will be remodeled and 2 new legs installed.

Revere, Minn.—The Farmers Elvtr. Co. is rebuilding its elvtr., putting in a new concrete foundation, adding 10 ft. to the cribbing, new leg and engine, and repainting both its houses. D. F. Hoag & Co. are doing the work.

Darwin, Minn.—The elvtr. of the Monarch Elvtr. Co. burned recently, together with about 3,000 bus. of grain, mostly wheat. A coal shed, with 15 tons of coal, and a box car, also burned. The fire is thot to have been started by sparks from a passing locomotive. Robert Hess was in charge of the elvtr.

Faribault, Minn.—The suit brot by John C. Ackman against the Farmers Elvtr. Co. has been settled in full. Mr. Ackman injured his shoulder while working for the defendant and under the law was entitled to \$6 a week during his disability. The elvtr. company paid him \$324 for his injuries and \$85.50 for medical assistance.

Oslo, Minn.—The recently incorporated Farmers Elvtr. Co. has let contract for a 40,000-bu. elvtr. to D. F. Hoag & Co. Equipment includes 2 legs, cleaner, 15-h. p. Fairbanks Engine, 6-ton dump scale, 1,600-bu. automatic weighing out scale and a 6-ton wagon coal scale. Work on the building is progressing and it will probably be finished by July 1.

MINNEAPOLIS LETTER.

Memberships in the Chamber of Commerce are selling at \$4,500.

Charles Anderson, of the Wernli-Anderson Co., was married May 27.

Asher Howard, grain dealer, is a candidate for the legislature from his district.

John D. Hurdon has secured a traveling representative's license to represent C. C. Wyman & Co.

Wilbur F. Cleveland, retired wholesale grain and hay dealer, and a member of the Chamber of Commerce, died May 23, aged 71 years.

Cassidy & Munson have taken over the cash grain dept. of Dalton & Gould. James A. Gould, formerly with Dalton & Gould, will be in charge.

The construction work on the 50x70 ft. 3-story addition to the Chamber of Commerce Bldg. has been started. It is being erected in the rear of the main and annex buildings.

Corporate privileges in the Chamber of Commerce have been granted Hales & Edwards, formerly the Kasota Elvtr. Co., and the Alberta Pacific Grain Co., of Calgary, Alta.

The Minneapolis Grain Shippers Ass'n held its monthly meeting at the West Hotel on June 1. On account of the usual warm weather in July the next meeting will be held the first Thursday in August.

The Woodward-Newhouse Co. incorporated; capital stock, \$100,000; incorporators, A. M. Woodward, O. T. Newhouse, M. H. Woodward and E. R. Woodward. Mr. Newhouse, formerly with the Benson-Newhouse-Stabeck Co., is pres. and active head of the company, which will have offices in this city and Duluth. A. M. Woodward, who has found it necessary to give up some of the harder work on account of his health, is vice-pres., and will not devote all his time to the grain business. M. H. Woodward is sec'y and active in the management, and E. R. Woodward is treas.

M. E. Grant, formerly in charge of the receiving dept. of the H. Wehman Co., who is now with the Van Dusen-Harrington Co., has applied for membership in the Chamber of Commerce on transfer from R. S. Meek. The following memberships have been transferred: From Frank C. Snyder to John I. McFarland; A. M. Sheldon to Spaulding Howe; D. Engstrom to Minor B. Gold; Arthur Midwood to H. E. Hughes, and H. O. Mott to Ethan A. Chandler. The following memberships have been posted for transfer: From R. J. Johnstone to Abraham Rothschild; Alex Campbell to Ralph Davies; P. W. Seipp to W. H. Lake and from L. N. Renner to Leo S. Hatch.

MISSOURI

Ewing, Mo.—Boudreau & Sons, grain dealers, have erected a 30x80 ft. brick building.

Charleston, Mo.—T. A. Gresgrove, of Jackson, is now mgr. of the Charleston Mlg. Co.

St. Joseph, Mo.—Charles A. Geiger, of Robinson, Kan., has purchased a membership in the Grain Exchange.

Deepwater, Mo.—W. B. Gowans, of Centerville, has bot the elvtr. of the Deepwater Mill & Elvtr. Co. from G. W. Johnson.

Corning, Mo.—An elvtr. will be built this summer by the Farmers Grain Co., which has been organized with A. J. Roselius as pres. and Gustav Krutz as sec'y.

Slater, Mo.—The Slater Mill & Elvtr. Co. has enlarged its mill building and flour warehouse, the work being done by the Lehrack Contracting & Engineering Co.

Silex, Mo.—The elvtr. for which the Farmers Elvtr. Co. recently let contract to the Younglove Construction Co., will have a capacity of 15,000 bus. and will cost approximately \$5,000.

St. Joseph, Mo.—A joint meeting of the Missouri-Kansas Ass'n will be held here the evening of June 23, and probably the afternoon also.—E. J. Smiley, sec'y Kansas G. D. A., Topeka, Kan.

Monett, Mo.—John Salzer and C. W. Lenhard are organizing a stock company, with a capital stock of \$10,000, to take over the 20,000-bu. elvtr. and 250-bbl. mill of the Patterson Mlg. Co. The plant has not been in operation since the failure of the company some time ago.

Cairo, Mo.—Our mill burned May 24, the plant and stock being a total loss with no insurance. I will build a fireproof elvtr. this season and now have the warehouse completed.—J. L. Polson.

Maywood, Mo.—Wiseman & Brinkley have the foundation laid for an elvtr. to replace the one burned some weeks ago. The building will be of cribbed construction, covered with corrugated iron.

Hume, Mo.—We have installed an ear corn elvtr. and wagon dump. at this place, which will be run by gasoline power. E. E. Wilson will buy grain for our company here this season.—Thurman-Davis Grain Co., Neosho.

KANSAS CITY LETTER.

The Standard Grain & Mfg. Co. will discontinue the grain business and will have no successor.—Chas. W. German, executor estate of Frank E. Essex.

The business of the W. S. Nicholson Grain Co. will be continued as in the past. The membership of the late vice-pres. Maurice W. S. Nicholson, will be posted for transfer.

The Mason Hawpe Grain Co. incorporated; capital stock, \$25,000; incorporators, Mason Hawpe, Molly Orthwein and E. M. Metcalf. The company will do a wholesale business in grain, hay, flour and other products. Mr. Hawpe has been admitted to membership in the Board of Trade.

The Moore-Lawless Grain Co. will hold its annual election of officers on July 1. Boyd C. Moore, who was with his father at Ft. Collins, Colo., at the time of his death, will remain in that city, and has posted his membership in the Board of Trade for transfer to Martin J. Lawless.

R. R. De Armond, with the Russell Grain Co., Joseph S. Geisel, of the Valier & Spies Mfg. Co., and Mason H. Hawpe, of the Mason Hawpe Grain Co., have been admitted to membership in the Board of Trade, and the memberships of John F. Eubank, C. L. Carter and the estate of E. B. Russell have been withdrawn.—E. D. Bigelow, sec'y.

The Midland Mfg. Co. has let contract for a 1,200-bbl. mill, 100,000-bu. elvtr., warehouse, office and engine room to the Lehrack Contracting & Engineering Co., to be built in North Kansas City. Work has been started on the plant, which will be of concrete. It will be finished and in operation by Nov. 1.

The Acme Elvtr. was bot June 5 by Frank B. Clay, a member of the Board of Trade. The operating of the elvtr. is not yet determined. There is but one Kansas City Southern Elvtr., of which James E. Seaver is mgr. The new Norris Elvtr. is operated by the Norris Elvtr. Co., F. C. Hoose, pres.—E. D. Bigelow, sec'y Board of Trade.

ST. LOUIS LETTER.

Paul Brown, Jr., member of the Merchants Exchange and the Chicago Board of Trade, died June 1, aged 32 years.

The Grain Products Co. incorporated to manufacture a bran food; capital stock, \$100,000; incorporators, Dr. W. T. Mars, vice-pres. and general mgr., A. V. Black, who will be sales mgr., and others.

A meeting of the creditors of Connor Bros. & Co., bankrupt, will be held at my office on June 19, at which time the accounts of John V. Lee, trustee, will be examined and passed upon.—Walter D. Coles, referee.

The Merchants Exchange was closed June 3 to allow the members to take part in the Preparedness Parade. A com'te of 10 was appointed to make arrangements for it. About 1,000 members marched in the Merchants Exchange division.

In the vote of members of the Merchants Exchange taken May 25, on a proposition to amend the rules to advance the fee for handling cars of wheat to \$7, and to make the minimum commission on corn \$5 per car, the amendment carried by a vote of 180 to 9. The proposition to amend rule 4, by adding a new section, was carried by a vote of 178 to 10.

Christ Hilke, pres. of the Christ Hilke Hay & Grain Co., and a member of the Merchants Exchange, died recently.

The Canole & Weiler Grain Co. on June 1 engaged in the general grain commission business, with offices in the Chamber of Commerce Bldg. The company is composed of R. L. Canole and Charles G. Weiler, who has been acting as traveling representative for the J. H. Teasdale Commission Co.

Charles F. Beardsley, pres. of the Picker & Beardsley Commission Co., was injured recently in an automobile accident. His nose and both of his knee caps were broken. The company writes that he is home from the hospital and was able to sit up on June 6, but that it will be some time before he will be at the office.

Transit receivers and shippers in the St. Louis-East St. Louis district have been notified that the policing of transit traffic is now handled thru a joint transit bureau at the Merchants Exchange, effective June 1. There the receivers and shippers are requested to register all freight bills so they may subsequently reship under thru, proportional or reshipping rates. They also are asked to surrender, at the time of forwarding out-bound shipments, representative recorded billing for corresponding tonnage.

MONTANA

Roy, Mont.—Work is progressing on the elvtr. under construction at this point.

Ft. Benton, Mont.—The establishment of a co-operative elvtr. is being discussed.

Waltham sta. (Norbert p. o.), Mont.—Another elvtr. will soon be erected here.

Pompeys Pillar, Mont.—A large grain elvtr. will be built at this place during the summer.

Hardin, Mont.—Fire damaged the elvtr. of the Occident Elvtr. Co. to the extent of from \$3,000 to \$4,000.

Lakeside, Mont.—J. C. Sullivan, formerly mgr. of the Farmers Elvtr. Co., has removed to Culbertson.

Archer, Mont.—The Progressive Farmers Club, of Plentywood, has bot the elvtr. of the International Elvtr. Co.

Buffalo, Mont.—I expect to engage in the grain business here, having sold my elvtr. at Danbury, Ia.—A. O. Nicolls.

Belt, Mont.—Frank Schabel, agt. of the Rocky Mountain Elvtr. Co., was bereaved recently by the death of his father.

Choteau, Mont.—The Farmers Elvtr. Co. has sold its lumber yard but will continue to operate its elvtr. and coal business.

Hobson, Mont.—We are building a 45,000-bu. elvtr. to replace the one burned last winter.—Farmers Mill & Elvtr. Co.

Plevna, Mont.—We contemplate the erection of an elvtr. which will give us 2 houses at this station.—Columbia Elvtr. Co., Minneapolis, Minn.

Roberts, Mont.—Farmers of the Rock Creek Valley are making plans to erect elvtrs., of about 30,000 bus. capacity each, at Boyd, Joliet, Silesia and this place.

Miles City, Mont.—E. L. Lyttle contemplates the erection before fall of another large elvtr. here. Mr. Lyttle formerly operated the elvtr. now owned by Snell Bros.

Bozeman, Mont.—George Boyd, in charge of country stations for the Updike Grain Co., of Omaha, Neb., has resigned his position to take a similar one with the Bozeman Mfg. Co. of this city.

Manhattan, Mont.—The Cascade Mfg. Co., of Cascade, has bot the elvtr. and mill of the Treasure State Mfg. Co. from F. L. Benepe, taking possession June 1. Mr. Wright, of Spokane, Wash., will be local mgr.

Lindley siding (Plentywood p. o.), Mont.—We have let contract for a 25,000-bu. up-to-date elvtr., coal sheds and flour house on the Great Northern R. R. The Empire Construction Co. has the contract.—Frank Stone, general mgr. Progressive Farmers Club, Inc.

Galata, Mont.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. burned May 19. Six box cars, containing grain and coal, also were burned.

Great Falls, Mont.—The Montana Flour Mills Co. is rushing the work on its elvtrs. in this vicinity, under construction, so that they will be ready to handle the fall grain. Its 1,500-bbl. mill at this place will probably be finished late this fall.—A. J. Breitenstein, sec'y Commercial Club.

Plentywood, Mont.—We have purchased the elvtr. and coal sheds of the Farmers Grain & Mercantile Co. and have commenced business. Contract has been let for an elvtr. at Lindley siding and a deal has been closed for the purchase of an elvtr. at Archer. Frank Stone is general mgr. of our new company.—Progressive Farmers Club, Inc.

Great Falls, Mont.—The Royal Mfg. Co. has started work on a 2,000-bbl. mill of reinforced brick and concrete construction. The Hickok Construction Co. designed and has the contract for the building. The milling company has storage tanks of 500,000 bus. capacity here and has elvtrs. in 41 shipping points and work in progress or plans made for 6 new elvtrs., which will bring its total storage capacity to approximately 2,000,000 bus.

NEBRASKA

Gordon, Neb.—Farmers expect to erect an elvtr. immediately.—X.

Darr, Neb.—We sold our elvtr. here to H. P. Nielson.—Omaha Elvtr. Co., Omaha.

Nebraska City, Neb.—We are not building or rebuilding at this place.—Duff Grain Co.

Morse Bluff, Neb.—George Vojtech has secured a position with the Updike Grain Co.

Doniphan, Neb.—The Doniphan Grain Co. is building a 5,000-bu. addition to its elvtr.

Ogallala, Neb.—Frank Little does not manage an elvtr. here as was recently reported.

Ainsworth, Neb.—Boyd Moore has secured a position with the Nye Schneider Fowler Co.

Gretna, Neb.—John Strassner, agt. of the O. E. Roberts Elvtr., has resigned his position.

Aurora, Neb.—The Aurora Elvtr. Co. has refused to sell its elvtrs. and mill to the Farmers Union.

Dodge, Neb.—The Farmers Grain & Lumber Co. has erected new lumber sheds and other buildings.

Stoddard, Neb.—Mr. Brown, of Roseland, has bot the elvtr. of Davey Bros. and will take possession soon.

Lincoln, Neb.—We have sold our brokerage business to the A. R. Roberts Commission Co.—W. D. Russell.

Trumbull, Neb.—W. B. Martin has resigned as agt. of the Hynes Grain Co. and will move to Rochester, Minn.

Tekamah, Neb.—Fred Blackston, who resigned his position in the elvtr. at Garrison, is now located at this place.

Clatonia, Neb.—Leslie Luper, formerly agt. of the Wright-Leet Grain Co., is now in charge of an elvtr. at Trumbull.

Allen, Neb.—The Farmers Elvtr. Co. has been organized and will commence business on July 1. Guy W. Benstad is sec'y.

Paul, Neb.—An elvtr. will be built by the Farmers Elvtr. Co. at this place.—Mont Robb, of Farmers Elvtr. Co., Union.

Ulysses, Neb.—The Ulysses Grain Co., incorporated; capital stock, \$10,000; incorporators, I. L. Westover, Lewis Sanley and others.

North Platte, Neb.—The elvtr. and mill, which W. L. Reynolds recently bot, was formerly owned by the North Platte Mill & Grain Co.

Kenesaw, Neb.—The Kenesaw Mill & Elvtr. Co. has taken over the elvtr. and other business of the Farmers Elvtr. & Lumber Co.—Otto Moritz, mgr.

Pleasant Dale, Neb.—The recently incorporated Farmers Grain Co. has secured a site and will let contract soon for the erection of an elvtr.

Fairbury, Neb.—I am now enlarging my elvtr., installing new scales, and building a new office. I intend to install a grinder later.—O. Vanier.

Beaver Crossing, Neb.—M. W. Spencer, of Valparaiso, has been appointed mgr. of the recently acquired elvtr. of the Farmers Grain Co.

Cook, Neb.—The Cook Lumber & Grain Co. will install a Richardson Automatic Scale and some minor improvements in its elvtr.—H. R. Proffitt.

Dunbar, Neb.—We have torn down our old elvtr. and are replacing it with a new elvtr., up-to-date in every respect.—Duff Grain Co., Nebraska City.

Elmwood, Neb.—The recently organized Farmers Union Ass'n incorporated with a capital stock of \$24,000. It is now operating its newly acquired elvtr.

Callaway, Neb.—A farmers elvtr. company, with a capital stock of \$10,000, will be organized to take over the elvtr. of the Trans-Mississippi Grain Co.

McCool Junction, Neb.—The recently organized Farmers Union Ass'n has bot the elvtr. of the Nebraska-Iowa Grain Co. and will take possession June 15. J. E. Finney will be mgr.

Bertrand, Neb.—The recently organized Bertrand Equity Exchange incorporated; capital stock, \$20,000; incorporators, B. J. Conlin, David Peterson and others. The company is planning to buy an elvtr. here.

Foley sta. (David City p. o.), Neb.—The Farmers Grain Co. has made improvements in its elvtr. Cement foundations have been laid for new buildings, a new approach to the elvtr. and walks around it have been put in.

De Weese, Neb.—Chas. Scherwitz has purchased an interest in and taken over the management of the elvtr. of the Lincoln Grain Co. The west elvtr. will probably be wrecked and a new house built to replace it.

Mapps sta. (York p. o.), Neb.—The recently organized Farmers Elvtr. Co., incorporated; capital stock, \$25,000; incorporators, W. W. Walkup, pres., Harley Nettleton, vice-pres., and Benton Berry, sec'y-treas.

Dorchester, Neb.—We have succeeded the Dorchester Grain & Lumber Co., W. J. Reid is pres., A. M. Parker, vice-pres., Lucy M. Parker, sec'y-treas., and E. M. Olds, of Wilber, mgr. of our company.—W. J. Reid Grain Co.

Cortland, Neb.—The Farmers Elvtr. & Lumber Co. has given J. T. McPherson, mgr., a 30 days' vacation. He will visit Denver, Colo., and other points. Will Robbins, sec'y, and Ed Rudder will have charge of the elvtr. during his absence.

Harvard, Neb.—C. P. Craft, attorney of Aurora, made a proposition that each of the responsible stockholders, of the defunct Harvard Elvtr. Co., pay \$150 cash for each share of stock to settle the whole, otherwise suit would be brot. Later, another proposition was made that a cash payment of \$25 per share would be accepted in full settlement.

Lincoln, Neb.—J. W. Shorthill, representing the Farmers Elvtr. Ass'n of Nebraska, has secured a continuance of the case before the state railway commission involving increased rentals for industrial sites on railroad rights-of-way until after the Interstate Commerce Commission has completed its investigation of the matter and rendered a decision on what are proper charges on such sites.

Muriel sta. (Hastings p. o.), Neb.—We have bot the elvtr. of the Stromer Grain & Supply Co. We now own and operate 6 elvtrs. at Hastings, Blaine, Halloran, on the St. J. & G. I., and Muriel, on the Mo. P. The main office is at Hastings. Stephen Swigle is pres., R. R. Vance, sec'y, and A. E. Hockman, mgr., of our company.—Farmers Grain & Supply Co.

Glenvil, Neb.—We are building a 20,000-bu. up-to-date cribbed elvtr., equipped with electric power. Geo. H. Birchard has the contract and will have the new elvtr. finished in time for the new crop. We are operating our old house until it is ready.—Martin A. Jennings, agt. Shannon Grain Co.

Schuyler, Neb.—We are now overhauling our elvtr., especially the dump and the grain elevating apparatus, which will enable us to handle grain as fast as it can be dumped, as it will have a capacity of 3,500 bus. per hour from dump into the elvtr. At the same time that we are taking grain in from the farmers we can clean grain and be either loading or unloading cars at the other side, as we have 4 Hall Grain Distributors to take care of it. Our grain handling apparatus at our wheat receiving elvtr. at our mill has also been overhauled recently and now has a capacity of 3,000 bus. per hour with which to take care of the wheat as hauled from the threshing machines without delaying the teamsters in any way.—Wells-Abbott-Nieman Co.

Lincoln, Neb.—Farmers hauling grain to the elvtrs. registered under the public warehouse law have had some controversy with the elvtrs. as to date of certificates of storage. It is claimed that perhaps a farmer may haul 10 loads of grain to the elvtr., bringing 2 loads each day. He does not know for sure whether he desires to take advantage of the warehouse law or not until it is all in. The question arises as to just what date should be attached to the certificates of storage. The railroad commission holds that at the end of each day a certificate should be issued showing the amount consigned that day. Then if at the end of the hauling the farmer wishes to come under the storage act, the certificates can be surrendered to the elvtr. company. This will protect the farmer from day to day from loss by fire, should the elvtr. burn before all the grain is hauled.

OMAHA LETTER.

The recently incorporated Vincent Grain Co. has a capital stock of \$50,000. C. Vincent is pres. and Frank Sorensen, sec'y.

Geo. M. Deter who has been traveling for Clement, Curtis & Co., is now traveling for our company in western Iowa and South Dakota.—C. W. Adams, vice-pres. Flanley Grain Co.

We have opened a branch office on the Grain Exchange, for the handling of consigning business into this market. W. B. Young, who has been with us for a number of years, is in charge.—O. A. Severance, of Vanderslice-Lynds Co., Kansas City, Mo.

NEW ENGLAND

Fall River, Mass.—The grain and hay establishment of Griffin Bros. was entered recently by thieves.

Waltham, Mass.—The large grain elvtr. of J. Cushing & Son was threatened with destruction, when a nearby hay shed burned.

Boston, Mass.—Henry C. Rolfe, for 40 years in the grain business, died May 31 at Concord, aged 88 years. He retired from business 5 years ago.

Boston, Mass.—The following officers of the Chamber of Commerce have been elected for the year ending May, 1917: Pres., Chas. F. Weed; first vice-pres., Henry I. Harriman; second vice-pres., Walter C. Fish. John Mason Little was re-elected treas. and James A. McKibben sec'y.

NEW JERSEY

Jersey City, N. J.—The Laney & Turner Co. has been incorporated to deal in grain, hay and feed, with a capital stock of \$125,000.

NEW MEXICO

Tucumcari, N. M.—It has been definitely decided to buy a site for an elvtr., chosen by Chas. Light, of Liberal, Kan., and a com'te has been selected to procure the

necessary capital to purchase it. Mr. Light will start the erection of an elvtr. about June 15, which will be completed before Aug. 1. According to an agreement he or his heirs must operate the elvtr. for 5 years or the land diverts back to those who donate it.

Albuquerque, N. M.—Burdick & Stone, with elvtrs. at Melrose and Clovis, have merged with the J. A. Latta Grocery Co., under the name of the Clovis Mill & Elvtr. Co. Elvtrs. are now operated at St. Vrain. Texico, Clovis and Melrose under the active management of Lester Stone. They are the largest grain dealers in the state and are members of the Texas Grain Dealers Ass'n.—E. W. Fee. They will erect another elvtr. soon and, if this year's wheat crop justifies, will erect a flour mill. Elvtrs. will also be built at Portales and Elida.

NEW YORK

Mannsville, N. Y.—I am not handling grain and feed now.—H. S. Clark.

Rochester, N. Y.—Walker & Gerks incorporated to do a brokerage business in grain, hay, fruit and farm products; capital stock, \$50,000; incorporators, C. J. Watson, M. F. Walker and B. Gerks.

BUFFALO LETTER.

The Hall Feed & Grain Co. has incorporated with Samuel O. Hall, M. M. Nowak and C. Matthew B. Reitz as incorporators.

Fire, in smoldering dust, broke out in the scale and adjoining rooms in the Electric Elvtr., but was quickly extinguished with chemicals.

The recently incorporated Douglass Agency Corporation intends to enter actively into the grain forwarding business at this city, also, at some later time, to become vessel agts. and charterers and mgrs. of lake vessels. The headquarters are in the Marine National Bank Bldg.—Edwin T. Douglass, pres.

The new Lake Grain Elvtr. Ass'n, which replaces the former Western Elevating Ass'n as an organization of elvtr. owners, has elected the following officers: Pres. Harry T. Kneeland, Jr., Electric Elvtr.; first vice-pres., Riley E. Pratt, Superior Elvtr.; 2nd vice-pres., Chas. H. Williamson, representing Lunham & Moore, who also is general mgr.; sec'y-treas., Howard J. Smith, who was sec'y of the old ass'n. The new organization comprises the same elvtrs. which were in the former ass'n excepting the Dakota, Eastern and Concrete all elvtrs., however, having been invited to become members.

NEW YORK LETTER.

The Produce Exchange has discontinued daily quotations of wheat futures.

Morris Grain Co. incorporated to do a commission business in grain, seeds and commodities; capital stock, \$5,000; incorporators, R. Crombie, R. J. Hanley and F. A. Heywood.

W. P. Callaghan, who retired from the export grain business several years ago, and was a partner of Otto Lohrke, has again entered the business and will be with the Armour Grain Co. at this city.

Harry Crofton, of the Merchants Grain Co., has applied for membership in the Produce Exchange and Edgar F. Richards, of John T. Fahey & Co., Baltimore, Md., has been admitted to membership.

NORTH DAKOTA

Bismarck, N. D.—I am engaging in the grain business.—L. V. Spohn.

Kramer, N. D.—The Farmers Elvtr. Co. will buy or build an elvtr. soon.

Stanton, N. D.—The Powers Elvtr. Co. is establishing a lumber yard at its elvtr.

Leal, N. D.—An elvtr. at this place was removed from its foundations in a bad storm.

Streeter, N. D.—The foundation for the new 40,000-bu. elvtr. of the Independent Farmers Elvtr. Co. is now being laid. The Hickok Construction Co. has the contract for the elvtr.

Fullerton, N. D.—The recently organized Farmers Elvtr. Co. has had plans prepared for an elvtr.

McGregor, N. D.—A 25-h. p. engine has been installed in the feed grinding dept. of the Farmers Elvtr. Co.

Sheyenne, N. D.—Work is progressing on the elvtr. for which the Equity Elvtr. Co. recently let contract.

Nanson, N. D.—I am now located at Douglass.—Otto A. Burgesen, former agt. Great Western Grain Co.

Beach, N. D.—F. J. Hill is pres. of the Farmers Elvtr. Co. which will build a 40,000-bu. elvtr. at this place.

Buffalo, N. D.—I. M. Bunn, formerly mgr. of the Farmers Elvtr. Co. at Chaffee, has bot the elvtr. of I. J. Hough.

Brampton, N. D.—We will paint our 2 elvtrs., coal sheds and flour house.—J. M. Bertholf, mgr. Farmers Elvtr. Co.

Leeds, N. D.—Nils Dokken and Mr. Culen, who sold their elvtrs. at this place, will engage in business in Canada.

Maddock, N. D.—I have removed from this place to Max.—C. H. Ihlen, formerly mgr. Farmers Grain, Stock & Fuel Co.

Derrick, N. D.—We will build a 25,000-bu. annex to our elvtr. this summer.—J. H. Widness, mgr. Farmers Elvtr. Co.

Underwood, N. D.—I am still acting as agt. of the Dodge Elvtr. Co. here.—C. E. Hedlund, prop. C. E. Hedlund Independent Elvtr.

Grafton, N. D.—The Grafton Roller Mill Co., operating 2 elvtrs. and a mill, is building a 32x32 ft. office with fireproof vault and other conveniences.

Berea sta. (Valley City p. o.), N. D.—J. P. Peterson, who has been mgr. of the Farmers Elvtr. Co. at Grace City for the past year, is now mgr. at this station.

Enderlin, N. D.—E. B. Knadle has succeeded C. A. McBride as agt. for the Osborne-McMillan Elvtr. Co., and Mr. McBride has been transferred to Wimbledon.

Sykeston, N. D.—The recently incorporated Farmers Co-operative Ass'n has let contract for elvtrs., of 40,000 bus. capacity, at this place and Dover, to C. H. Benson.—C. R. Remer.

Rutland, N. D.—Work is progressing on the 40,000-bu. elvtr. for which the Farmers Elvtr. Co. recently let contract. The old house has been wrecked to make room for the new structure.

Sutton, N. D.—John McWetty is now mgr. of our company, succeeding C. A. Fitch, who resigned to accept a position with the National Elvtr. Co. at Christian.—Sutton Grain Co.

Webster, N. D.—F. B. Chidester, of Arlington, Minn., succeeds me as agt. of the Winter-Truesdell-Ames Co. I am moving to Sioux Falls, S. D., to engage in other business.—M. W. Moore.

Wildrose, N. D.—The erection of 2 elvtrs. at stations west of this place is contemplated by the Farmers Elvtr. Co. These will be located on the extension which the Great Northern will build.

Silver Leaf, N. D.—The Farmers Elvtr. Co. intends to build a 30,000-bu. elvtr. this summer. Henry Moll, who has been 2nd man for the Farmers Elvtr. Co. at La Moure for 4 years, is the new mgr. here.

Hoople, N. D.—We are improving our elvtr., building new driveways, installing new spouting and erecting a new office. The State Elvtr. Co. will build new driveways.—Ing. Larsen, agt. National Elvtr. Co.

Powell sta. (Ojata p. o.), N. D.—Wm. Churshell is pres. and Henry Hellick is sec'y of the recently incorporated Powell Elvtr. Co., which will build a 35,000-bu. up-to-date elvtr. in time to handle grain next fall.

Anselm, N. D.—Chas. Colva, mgr. of the Farmers Elvtr. Co., has purchased the elvtr. of the Atlantic Elvtr. Co. He will resign July 1 to take possession of his newly acquired elvtr., which he will operate under the name of the Colva Grain House.

Wales, N. D.—An additional grain cleaner will be installed by the Farmers Elvtr. Co.

Fairmount, N. D.—The Equity Mill & Elvtr. Co., with a capital stock of \$100,000, has been organized to take over the flour mill here, increase its capacity, build a large storage elvtr. and engage in the grain business.

Buchanan, N. D.—We have installed a new cup belt in our elvtr. The Occident Elvtr. Co. has extended its driveway, installed new loading spout and made other improvements.—S. F. Northrup, mgr. Buchanan Elvtr. Co.

Minot, N. D.—O. F. Setterlund resigned his position May 1 as mgr. of the Glover Holding Co. at Glover, to act as traveling solicitor for the Winter-Truesdell-Ames Co., of Minneapolis, Minn. He will travel thru western Dakota and eastern Montana territory and will have his headquarters in this city.

New Salem, N. D.—David Dietz has a 10,000-bu. elvtr. under construction, which will be finished this fall, to be used in connection with his mill as a store house for his mill wheat. The Occident Elvtr. Co., New Salem Mercantile Co., and David Dietz will take out their gas engines and install electric motors for power.—G. W. Nason, agt. Occident Elvtr. Co.

OHIO

Marion, O.—We have sold our elvtr. at this place.—Miller Bros. Grain Co.

Monnette, O.—Switzer & White are installing a Boss Air Blast Car Loader.

Camden, O.—We have succeeded Payne & Eikenberry at this point.—Eikenberry Bros. Co.

Leipsic, O.—Connie Hirsch has sold his interest in the Hirsch Bros. Grain Co. and has gone to Celina.

Toledo, O.—Abner Guiteau, of the grain and seed firm of W. H. Morehouse & Co., is ill with typhoid fever.

Rockford, O.—Charles S. Behymer, senior member of the firm of Behymer Bros., died May 30.—A. D. Behymer.

Lima, O.—T. P. Riddle has offered himself as a compromise candidate for member of congress on the Democratic ticket.

Loudonville, O.—The Loudonville Mill & Grain Co. is doubling the capacity of its plant and has let contracts for new buildings.

Toledo, O.—Kent D. Keilholtz, member of Southworth & Co., has been chosen trustee of the Toledo Y. M. C. A. for the 3-year term.

Patterson, O.—S. A. Crilly, of Forest, has bot the elvtr., coal and fence business of A. S. Jackson and will take possession July 1.

Republic, O.—We have not decided whether we will buy or build an elvtr.—J. W. Cook, mgr. Republic Mercantile & Elvtr. Co.

Toledo, O.—The branch offices of E. W. Wagner & Co., of Chicago, Ill., will be moved to the National Bank of Commerce Bldg. Claude Whitney is local mgr.

Ashville, O.—The newly incorporated Scioto Grain & Supply Co., of which Samuel Hall is pres. and W. P. Salady is mgr., has bot the elvtr. of C. E. Groce.—X.

Canton, O.—The Canton Feed & Mfg. Co. will move its offices to its new office building adjoining its mill. Work on its elvtr. and other buildings, under construction, is practically finished.

Prentiss sta. (Leipsic p. o.), O.—Hiegel Bros., of Leipsic, have bot the elvtr. formerly owned by Hyman & Levy. It will be remodeled and all new machinery installed.—C. A. Hiegel, West Leipsic sta. (Leipsic p. o.).

West Liberty, O.—Daniel H. Yoder has bot the interest of S. P. Yoder in the grain and coal firm of Yoder & Yoder, and after June 15 the business will be operated under the name of Yoder & Co. R. S. Yoder will continue as the other member of the firm.

St. Paris, O.—I have sold my interest in the St. Paris Grain Co., effective July 1.—John H. Myers.

Chickasaw, O.—We have bot the elvtr. and mill of the Chickasaw Grain & Mfg. Co. L. A. Grieshop, former mgr., will assume full charge of the plant. John Link is pres. and Mr. Grieshop is sec'y, treas. and general mgr. of our company.—Chickasaw Mfg. Co.

Wooster, O.—C. O. Drayton, pres. of the Farmers Equity Union at Greenville, Ill., has started an equity exchange here and at Apple Creek, Funk, Jeromesville and Ashland. He will organize a \$10,000 union at each place and these will own elvtrs., coal bins and warehouses.—F.

Lima, O.—We have opened a wholesale grain and hay office at 321 Holland Block. Our company is composed of E. D. Hurley, who has been ass't mgr. of the Pollock Grain Co., Middle Point, for the past 9 years, and E. C. Buchholtz, who is well versed in the grain and hay business.—Hurley-Buchholtz Co.

Urbana, O.—Elvtr. owners in this section will discontinue the use of grain sacks, and farmers, who want to use sacks, will have to purchase them from their local dealers. Report states that they will be discontinued at the following towns: Mt. Sterling, West Jefferson, Plain City, London, Florence, Switch, Sedalia, Lilly Chapel, Mechanicsburg, South Charleston, South Solon, Plattsburg, South Vienna, Madison Mills, Cook, Derby, Orient, Pleasant Corners, Grove City, Kileville, Catawba, New Moorefield, Bowlsville, Unionville Center, Westville, Woodstock, Irwin, Milford Center, Urbana and many other towns.

Columbus, O.—The midsummer meeting of the Ohio Grain Dealers Ass'n, which will be held at Cedar Point July 6-7, will be largely informal, as usual, allowing the members ample time for a discussion of trade problems of pressing interest. V. E. Butler, director of the Grain Dealers Fire Insurance Co., will deliver an address on "The Economics of the Grain Trade." E. T. Cusenbolder of Sidney will tell the dealers of the advantages of "Buying Grain on its Merits." Lee G. Metcalf, pres. of the National Ass'n, and Chas. Quinn, sec'y of the Ass'n, will also address the meeting. An effort will be made to obtain the attendance of a number of farmers at the convention to listen to a sane and unoffensive discussion of the co-operative movement, in the hope of relieving the regular dealers of the unjustifiable charges made against them.

CINCINNATI LETTER.

Thomas J. O'Neill, who has been with the Early & Daniel Co. for many years, has been selected as a candidate for the State Senate on the Democratic ticket.

John De Molet, mgr. of Allen & Munson for the past 10 years, on June 1 succeeded this firm. He will be assisted by George Wirth, and will operate the business under the name of the De Molet Grain Co.

A reorganization of the Gale Bros. Co. has been decided upon by the 40 creditors of the company. A com'te consisting of W. R. McQuillan, chairman; Alfred Gowing and John A. De Molet was appointed to supervise the affairs of the company, which will be continued under the old management until a complete investigation has been made.

OKLAHOMA

Hayward, Okla.—The elvtr. at this point is undergoing repairs.

Bliss, Okla.—D. J. Donahoe, of Ponca City, will cover his elvtr. here with iron.

Forgan, Okla.—The Forgan Equity Exchange contemplates the installation of a 15-h. p. oil engine.

Isabella, Okla.—The Weatherford Mill & Elvtr. Co. has bot the Choctaw Elvtr. from the Thomas Mill & Elvtr. Co.

Dacoma, Okla.—Farmers Grain & Lumber Co., incorporated; capital stock, \$5,000; incorporators, O. L. Glasgow, C. F. Stoner, and others. The company intends to build an elvtr.

Darrow, Okla.—Business men, of Weatherford, have let contract for the erection of an elvtr. to the White Star Co.

Tabler, Okla.—R. S. Dorchester is remodeling and enlarging his elvtr. He contemplates adding a sheller and a cleaner.

Knowles, Okla.—Knowles Co-operative Co. incorporated; capital stock, \$10,000; incorporators, Frank Householder and others.

Faxon, Okla.—Faxon Grain Co. incorporated; capital stock, \$1,000; incorporators, L. J. McAtee, L. T. McAtee and S. Gillespie.

Byars, Okla.—Co-operative Mill & Elvtr. Co. incorporated; capital stock, \$5,000; incorporators, J. N. Forehand, W. S. Dyer and others.

Perry, Okla.—E. J. Miller has completed the 12,000-bu. addition to his elvtr. and has installed a 1,500-bu. hopper scale with recording beam.

Woodward, Okla.—The C. B. Cozart Grain Co. will build a new plant in Texas as soon as a site is secured. The White Star Co. has the contract.

Trail, Okla.—The only elvtr. at this station is owned by the Wichita Mill & Elvtr. Co., of Wichita Falls, and operated under lease by T. D. Guy.—X.

Rosston, Okla.—I have sold my elvtr. here to the Farmers Elvtr. Co. and have bot an elvtr. at Douglass, Kan.—L. D. Brandt, of Brandt Bros.

Oklahoma City, Okla.—The Oklahoma Board of Trade incorporated; capital stock, \$5,000; incorporators, J. W. Maney, R. H. Drennan and J. J. Stinnett.

Thomas, Okla.—The recently organized Farmers Grain & Supply Co. incorporated; capital stock, \$10,000; incorporators, F. A. Moser, E. E. Fry and others.

Alva, Okla.—L. L. Peters has succeeded E. Anderson as mgr. of the elvtr. and mill recently taken over by the Kansas Flour Mills Co. from the Alva Roller Mills Co.

El Reno, Okla.—Work is progressing rapidly on the new plant under construction for the El Reno Mill & Elvtr. Co. The 1,000-bbl. mill will probably be in operation by July 1.

Hopeton, Okla.—O. B. Beningsford is prop. of the Hopeton Elvtr. Co. Sam Marcus, of Enid, built an elvtr. last year. The G. C. Rhodes Grain Co. is not in the grain business here.—C.

Afton, Okla.—The Lipscomb Grain Co., of Springfield, Mo., will build a new up-to-date elvtr., as the company has been ordered by the Frisco to vacate the ground on which its present elvtr. stands.

Dustin, Okla.—We have not installed our new elvtr. as we have not been able to get the railroads together on a satisfactory location. As soon as this is settled we will begin work on the proposed building.—Dustin Grain Co.

The following have been admitted to membership in the Oklahoma Grain Dealers Ass'n: Creel Grain Co., Ringling; O. B. Bennyfield, Hopeton; Black Grain Co., Chattanooga; Cherokee Mills, Cherokee; C. H. Thayer & Co., Chicago, Ill.

Foraker, Okla.—We have purchased the Edwards Elvtr. and will install a new cleaner, pitless sheller, and make other improvements. We will enlarge our present warehouse or build a new one.—D. J. Edwards, pres. Farmers Grain & Elvtr. Co.

Fairmont, Okla.—A cyclone struck this station on May 28 and tore the driveway off the elvtr. of the Farmers Elvtr. Co.; J. E. Niehaus, prop. and mgr. The Randels & Grubb Elvtr. was damaged slightly and the side was torn off the driveway at the elvtr. of the Guthrie Mlg. Co.—W. M. Sloan, with Goffe & Carkener, Enid.

Prague, Okla.—We are building an elvtr. of about 15,000 bus. capacity at this point. Equipment includes a 25-h. p. Fairbanks Oil Engine, 6-ton Fairbanks Type Registering Beam Scale, corn sheller, cleaner, and an Invincible Oat Clipper. We do not think another elvtr. will be built here.—E. W. Sibley, mgr. Okemah Grain Co., Okemah. Geo. Godfrey has the contract.

Walter, Okla.—A scoop shoveler is operating at this station.—H. H. Wegener.

Camargo, Okla.—The Bouquot-Ludwick Co. sustained a loss of \$4,500 on its elvtr. and grain, which burned May 17, fully covered by insurance. An 8,000-bu. frame elvtr. will be built immediately to take its place. Equipment includes an oil engine, one dump, leg, manlift, dust collector, fan and automatic scales. Walter Hunsaker, agt., has removed to Dacoma for the present.

OREGON

Maupin, Ore.—An elvtr. will probably be erected here by the farmers and plans are being discussed for providing loading facilities at Wrentham, Friend and another point.

Condon, Ore.—Two elvtrs. are under construction at this point. One of these is a 50,000-bu. house for which the Farmers Union Elvtr. Co. recently let contract to the Burrell Engineering & Construction Co.

Pendleton, Ore.—Farmers are discussing the establishment of a wheat cleaning and grading plant to clean wheat to ship east in bulk. They plan to use the property of the Farmers Union, which is provided with trackage arrangements with both railroads. The business will be operated by the Tri-State Terminal Warehouse Co., which will buy grain direct, then clean and grade it, and sell it in the east. It is that a \$50,000 investment will answer the purpose.

Portland, Ore.—Farmers are delaying in providing for the grain bags they require, nearly all of them holding back. They figure that prices can not go higher and that there is a chance of a break coming sooner or later, so they are putting off buying until the last possible moment. They have had a little encouragement as one or 2 dealers have reduced their bag prices. The talk of bulk shipping, which is more or less general all over the northwest, is also an influence in retarding the bag movement.

PENNSYLVANIA

Erie, Pa.—I have moved my offices to the Marine Bank Bldg.—Maurice Dryfoose.

Pittsburgh, Pa.—W. L. Grobe, with R. S. McCague, has applied for membership in the Grain & Hay Exchange. W. F. Heck & Co. have applied for an additional membership.

SOUTH DAKOTA

Stockholm, S. D.—The Farmers Elvtr. Co. has installed a new gas engine.

Aberdeen, S. D.—Ernest Bahr is building a large grain elvtr. on his well improved farm.

Canastota, S. D.—A new wagon scale has been installed at the elvtr. of J. J. Mulaney.

Verdon, S. D.—The new elvtr. of the Farmers Elvtr. Co. is completed and in operation.

Ellis, S. D.—Part of the roof was torn from one of the elvtrs. here during a recent wind storm.

Blaha sta. (Scotland p. o.), S. D.—John Parmenter has resigned his position with the Farmers Elvtr. Co.

New Underwood, S. D.—J. H. Borin, mgr. of the Farmers Elvtr. Co., was married May 8 to Miss Bertha Crowley.

Osceola, S. D.—The recently incorporated Farmers Elvtr. Co. has secured a site and will build an elvtr. in the near future.

Sioux Falls, S. D.—Mr. Putnam, formerly with the Gould Grain Co. here, is now associated with the Quinn-Shepherdson Co.

Clear Lake, S. D.—The Farmers Elvtr. Co. has installed a new cleaner in its elvtr. and a Fairbanks Scale, outside the house.

Corson, S. D.—The elvtr. of E. A. Brown was demolished in a recent storm. The elvtr. of the Corson Elvtr. Co. was not damaged.

Ordway, S. D.—An elvtr. is under construction for the Ordway Equity Exchange.

Roslyn, S. D.—S. E. Swanson, of Marion, N. D., has bot an elvtr. here.—H. M. Kallander, mgr. Johnston Farms Elvtr. Co., Marion, N. D.

Brandt, S. D.—Electric light has been installed in the elvtr. of the Farmers Elvtr. Co. and an electric motor for power will be installed later.

Madison, S. D.—Ed Ecklund, agt. of the Madison Mill & Grain Co., had one of his eyes injured by a drop of carbolic acid. It is believed that it can be saved.

Glenham, S. D.—H. E. Blood, formerly agt. of the Columbia Elvtr. Co., has been retained as mgr. of the elvtr., which the newly organized Glenham Equity Exchange bot from that company.

Sioux Falls, S. D.—Walter R. Vye, mgr. here for the Quinn-Shepherdson Co., has been promoted to the company's headquarters at Minneapolis, Minn. He will be succeeded at this place by T. G. Morgan, formerly of Betts & Truax, at Mitchell.

SOUTHEAST

Newport News, Va.—J. Hinton Graves & Co., freight and custom house brokers and importers and exporters agts., have opened offices in the Citizens & Marine Bank Bldg.

Columbia, S. C.—Columbia Grain & Provision Co. incorporated to do a general grain and provision business; capital stock, \$25,000; incorporators, R. H. Cooner, H. M. Williams, and others.

Durham, N. C.—We have let contract for a new 600-bbl. soft winter wheat flour mill, adjacent to our present plant. We will add a 50,000-bu. elvtr. The 84x33x72 ft. building will be of concrete, lined with brick, and will be 5 stories high. W. M. Speed is sec'y, treas. and general mgr. of our company.—Austin-Heaton Co.

TENNESSEE

Memphis, Tenn.—The Taylor Grain Co. will probably rebuild its elvtr. which burned May 18, before the fall movement of grain.

Memphis, Tenn.—The plant of the Bluff City Grain Co., at Binghamton, is practically completed. It consists of 8 concrete grain tanks, of 10,000 bus. capacity each. The Burrell Engineering & Construction Co. had the contract.

TEXAS

Nevada, Tex.—J. M. Smith is remodeling his elvtr.

Mission, Tex.—Harry Garrison is now operating an elvtr. at this place.

Dallas, Tex.—C. M. Henderson has taken over the business of Henderson & Co.—L. L. Henderson.

Benonine, Tex.—The elvtr. of the W. H. Douglas Grain Co. will be repaired.—H. T. Doss, Texola, Okla.

Amarillo, Tex.—The Early Grain & Elvtr. Co. is preparing to install a Boss Air Blast Car Loader.

Ocheltree, Tex.—J. J. Vallaster, formerly agt. for the O. W. Hutchinson Grain Co., has removed to Glazier.—P. M.

Coleman, Tex.—The elvtr. of the Coleman Mill & Elvtr. Co. burned May 26. The plant was insured for about \$35,000.

San Antonio, Tex.—We contemplate the erection of a new 500-bbl. fireproof mill but will not increase our storage.—Guenther Mlg. Co.

McKinney, Tex.—A brick addition, with concrete foundation, is being built to the office building of the Collin County Mill & Elvtr. Co.

Miami, Tex.—U. S. Strader Grain Co. incorporated; capital stock, \$10,000; incorporators, U. S. Strader, Homer Tolbert and C. B. Cozart.

Claude, Tex.—R. D. Baker, a farmer of Washburn, is building a 50-bbl. Midget Mill with a 7,000-bu. elvtr. in connection. It will cost him approximately \$3,000.—G.

Dallas, Tex.—We discontinued our grain business on May 1.—Murphy Grain Co.

Sherman, Tex.—The Diamond Mill Co. has let contract for a new concrete 260,000-bu. elvtr. The old steel tanks will be provided with new foundations. All work will be done by B. J. Carrico.

Temple, Tex.—The Sunset Mfg. Co. has installed a new cyclone dust collector, receiving separator, scourer, oat cleaners and clippers and Fairbanks Type Registering Wagon Scales.—Lillard Mfg. Co., Decatur.

Decatur, Tex.—We are building a concrete engine room and will install a Fairbanks-Morse Oil Engine. We are also building a concrete office and a 40x40x16 ft. warehouse and will install a car puller.—Lillard Mfg. Co.

Weatherford, Tex.—I have increased my grain storage capacity about 10,000 bus. this year which brings the total storage capacity up to 30,000 bus. of bulk and 30 cars of sacked grain. I operate a sheller and maize thresher in connection with my elvtr.—H. J. Bradfish.

Palestine, Tex.—The Palestine Grain Co. will build a new elvtr. and mill to take the place of its present plant. Julius Pearlstone, mgr., has purchased the interest of John L. Smith in this plant and becomes sole owner, while Mr. Smith has bot Mr. Pearlstone's interest in the Longview plant.

The following have been admitted to membership in the Texas Grain Dealers Ass'n: Edwards Grain & Elvtr. Co., Floydada, Blewett Grain Co., Ft. Worth. B. O. Cator Grain Co., Texhoma, Okla., E. O. Billingslea, Frederick, Okla., E. R. T. Howard & Co., Brownsville, Jno. M. Gholson Co., Ranger, J. H. Harvey Commission Co., Waco, T. H. McNeill, Corpus Christi, W. A. Porter & Son, Tulla, Kinslow & Powell, Oglesby, Moore & Skipworth, Kress, Fuller Grain Co., Seymour, R. A. Rubottom, Higgins, Harvest Queen Mill, Plainview, F. N. Bullock, Columbia, L. H. Carl, Pendleton, J. L. Ferguson, Merit, and Allen Bros., Granger.—H. B. Dorsey, sec'y.

UTAH

Gunnison, Utah.—Farmers Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, O. L. Malgren and others.

Murray, Utah.—We are building a 40,000-bu. reinforced concrete elvtr. consisting of four 14 ft. circular bins, the center-space also to be used for storage. It will be equipped with receiving separator, elvtr. leg, automatic scales and manlift, and is being built so as to spout to and from our present 100-bbl. flour mill and feed mill.—H. Bennion, Jr., of Hyrum Bennion & Sons Co.

WASHINGTON

Reardon, Wash.—A 50,000-bu. elvtr. will be built by the Centennial Mill Co.

Gravelles, Wash.—The Centennial Mill Co. will start work at once on a 50,000-bu. elvtr.

Tokio, Wash.—An elvtr., with a capacity of 50,000 bus., will be built by the Centennial Mill Co.

Ditmar, Wash.—The erection of a 50,000-bu. elvtr. will be started soon by the Centennial Mill Co.

Fairfield, Wash.—We did not have a fire at our plant as was recently reported.—L. Lindstrom, of Farmers Alliance Warehouse & Elvtr. Co.

Krupp, Wash.—We understand that the Farmers Union will build an elvtr. this season.—Wilson Creek Union Grain & Trading Co., Wilson Creek.

Chewelah, Wash.—I handle grain in car lots only, buying direct from the producer and loading from them into car for shipment. I have no warehouse or elvtr.—S. F. Doran.

Spangle, Wash.—Fire was discovered May 27 in the warehouse, owned by the Seattle Grain Co. and operated by the Farmers Union Co. Prompt action saved the building from burning.

Ritzville, Wash.—The Centennial Mill Co. will build a 50,000-bu. elvtr. here.

Hay, Wash.—Farmers Co-operative Elvtr. & Produce Co. incorporated; capital stock, \$4,000; incorporators, C. O. Curtis, R. W. Moore and others. The erection of a 15,000-bu. elvtr. will start in a short time.

Albion, Wash.—Farmers are still waiting for something to turn up in the sack market. Some talk of buying tanks. The Farmers Union Warehouse Co. will install a small loading elvtr. before harvest.—J. C. Farr.

Molson, Wash.—The Molson Union Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Joseph McDowell, pres., P. A. Lancaster, vice-pres., and C. B. Avery, sec'y-treas. The company will build a 35,000-bu. elvtr. and 100,000-bu. warehouse for sacked grain.

Spokane, Wash.—The Starr Grain Co. has engaged in the grain business with offices in the Paulsen Bldg. The 2 principal members of the firm are E. O. Warmath, for more than 12 years with Kerr, Gifford & Co., and T. A. Kemper, who has been agt. of the Ford Grain Co. at this city.

Wenatchee, Wash.—We are working on the foundation for a 60,000-bu. cribbed elvtr. We figure on putting in a dump scale for receiving local wheat and a power scoop for unloading from the cars. We expect to have this elvtr. completed for the new crop.—Wenatchee Mfg. Co.

Tacoma, Wash.—Suit to cancel taxes against grain alleged to have been in transit was started May 27 by the Northern Grain & Warehouse Co. The grain was sold Feb. 19, 1915, to a London firm, but delay in the arrival of the steamer found the grain in the warehouse on Mar. 1, when assessments are made. The fact that wheat had been sold constitutes a status of transit it is alleged.

Bellingham, Wash.—A ruling in favor of the defendant was handed down in superior court June 2 in the suit brot by E. A. King against G. W. Ford, Bellingham Flour Mills Co., a corporation; Ford Grain Co., a corporation. The court held that Ford took over the flour mills when that company was in a precarious condition and he had built it up; that it was not shown that prices for grain were unreasonable. As to unfair settlement of discounts the court held that the evidence was contradictory and unsatisfactory, and that there is no set rule as to discounts to buyer and seller.

WISCONSIN

Casco, Wis.—The Kewaunee Grain Co. is remodeling its elvtr. at this station.

Wrightstown, Wis.—The A. G. Wells Co., of De Pere, has purchased the elvtr. of the Cargill Grain Co.

West De Pere, Wis.—The A. G. Wells Co., of De Pere, has bot the elvtr. of the Cargill Grain Co.

Alma, Wis.—The elvtr. of the R. E. Jones Co. was struck by lightning recently and damaged to the extent of \$500.

Superior, Wis.—The Duluth-Superior Mfg. Co. has let contract to James Stewart & Co., for additional grain storage to its plant at East End.

Norwalk, Wis.—Farmers Elvtr. & Mercantile Co. incorporated; capital stock, \$3,000; incorporators, H. M. Flock, David Wischner and others.

Fond du Lac, Wis.—Wm. C. Reinig, grain dealer and maltster, died May 20. He was at one time pres. and later mgr. of the Fond du Lac Malt & Grain Co.

Merton, Wis.—Wm. Burrow, of Woodland, has succeeded Louis Nigh as agt. of the Milwaukee Elvtr. Co. here and Mr. Nigh has been transferred to Schleisingerville.

Milton, Wis.—I am installing a 75-h. p. oil engine, corn and cob crusher furnished by Sprout, Waldron & Co., power shovel cleaner, ear corn elvtr., Hall Signaling Grain Distributor and Automatic Roller Friction Shaft Ratchet for new elvtr. leg. Other improvements are also being made so that the elvtr. will be in first class condition.—E. L. Barnes.

Fairwater, Wis.—The elvtr. feed warehouse and office, owned by Chas. W. Kuehn, was totally destroyed by fire May 20, with a loss of approximately \$15,000. The blaze is thot to have started in the engine room. About 3,000 bus. of oats and 1,000 bus. of barley was stored in the elvtr. The building, which was reported to have been insured for \$11,000, will be rebuilt.

MILWAUKEE LETTER.

The finance com'te of the Chamber of Commerce has fixed the rate of interest for June at 6%.

Ernst E. Hottel, vice-pres. of the firm of Hottel & Co. and pres. of the Francis Duhne Mfg. Co., died May 20 at Chicago, Ill., aged 58 years. He was a member of the Chamber of Commerce.

George P. Sexauer, of Brookings, S. D., has applied for membership in the Chamber of Commerce. Harold E. Tweenen, Frederick T. Murphy and Robert E. Hackett have been admitted to membership, and the memberships of Clark Fagg, Wm. Currie, and the estates of E. P. Hackett and B. Liebersdorf have been transferred.

The Railroad Commission of Wisconsin on May 29 ordered a temporary suspension of the new switching tariffs in the Milwaukee terminal district, ordered a short time ago, so that the case may be reopened to consider amendments to previous decisions. The Chamber of Commerce objected to the publication of the new rate of 1½c per 100 lbs. for switching from one industry to another or to docks, and contends that the rate should have been left at 1c per 100 lbs.

WYOMING

Torrington, Wyo.—W. O. Eaton has secured a site and will build a 15,000-bu. up-to-date elvtr. to take care of the fall crop. Plans for the building are now being prepared and work will be started as soon as they are ready. L. E. Eaton, his brother, is associated with him in the enterprise.

Feed Manufacturers at Peoria.

[Concluded from page 925.]

RESOLVED, That the elimination of the business of the retail feed dealer would be economically unsound and would prevent farmers and others from securing, at all times, supplies and kind of feeds that they require, when and how they want such feeds, and would also prevent farmers and others from securing accommodations that in many cases have been found by them to be necessary, and

RESOLVED, That it is the sense of this association that it voice its protest to the Agricultural Department of the United States and to the agricultural departments of the various states where this has been allowed, and

RESOLVED, That the Ass'n put forth every effort in conjunction with the efforts of the Retail Feed Dealers' Ass'n in the various states to bring about the cessation of this unsound practice.

ELECTION OF OFFICERS.—The following officers were elected for the ensuing year: pres. S. T. Edwards; first vice pres. H. A. Abbott; second vice pres. Chas. A. Krause; third vice pres. J. W. Anderson; sec'y L. F. Brown; treas. W. R. Anderson.

The executive com'te is composed of G. A. Chapman, Chicago, Ill., chairman; H. A. Abbott, Chicago, Ill.; R. W. Chapin, Hammond, Ind.; F. A. McLellan, Buffalo, N. Y.; O. E. M. Keller, Chicago, Ill.; H. G. Atwood, Peoria, Ill.

Board of directors: J. C. Reid, St. Louis, chairman; J. W. Anderson, Kansas City; Harry Casady, Boulder, Colo.; J. T. Morgan, Memphis, Tenn.; F. R. Slauson, New York; H. C. Joehnk, Lyons, Ia.; D. B. Fraser, Buffalo, N. Y.; F. J. Ludwig, Boston, Mass.; W. A. Reynolds, Charlotte, N. C.; C. U. Snyder, Chicago, Ill.; W. H. Danforth, St. Louis, Mo.; R. P. Walden, New York; H. Wehmann, Minneapolis, Minn.; Otto Weiss, Wichita, Kan.; F. M. Wilson, Hartman, Colo.

Feedstuffs

MILAM-MORGAN Co., New Orleans, La., has registered as a trademark for its horse and mule feed a design representing a horse's head and a mule's head in separate circles.

THE OZARK FEED Co.'s Neosho, Mo., business has been taken over by the Thurman-Davis Grain Co., who will manufacture alfalfa-molasses feeds in connection with the general grain and feed business which they have been conducting.

THE KANSAS CITY ALFALFA FEED Co., Kansas City, has begun grinding at its new mill, the first car of meal from the plant having already been shipped. The new mill has an initial capacity of 20 tons a day. It is located adjacent to one of the team tracks of the Kansas City hay market, and will use hay purchased from Kansas City and the interior.

THE AMERICAN ASSOCIATION OF CEREAL CHEMISTS, which was organized in May 1915 in Kansas City by eleven cereal chemists, held its second annual meeting in St. Louis, May 29 and 30, and on its first anniversary showed an increase in membership from 11 to 28. A discussion of reports made by the members on their experiments with regard to proposed methods for determination of soluble solids and reducing sugars and acidity, and also on a proposed baking formula was held. Considerable comment arose on these matters and it was decided to continue further investigations. A committee appointed to examine the analysis of each member and formulate a uniform report will report at the next meeting of the ass'n. Officers re-elected were: H. E. Weaver, Hutchinson, Kan., pres.; A. R. Sasse, Kansas City, vice-pres.; P. M. Patterson, Hutchinson, Kan., sec'y treas., and R. W. Mitchell, Wichita, Kan., editor. The executive committee consists of C. J. Patterson, Kansas City, Mo., chairman, J. M. Hogan, Kansas City, Mo.; A. W. Estabrook, Kansas City, Mo., and A. A. Jones, El Reno, Okla.

TOLEDO, O.—A uniform feed law is the thing most needed for the success of the feed trade. Opinions on the correct composition of feeds by state experts differ widely, and has resulted in the adoption of as many feed laws as we have states using feed. This condition prevents the expansion of the small feed manufacturer. With the average state registration fee about \$20, a small dealer with a capital of \$15,000, manufacturing 5 different feeds that could be sold in 15 different states, would have an outlay for this purpose of \$1,500 per year or 10% of his total capital. We recall an instance where an advertised corn and oats feed, shipped to Virginia, where the percentage of protein required by the particular laws of that state is 10%, was barred from sale, whereas the manufacturer himself explained that his feed contained 10% altho on his label he advertised only 9.5% to be on the safe side. A manufacturer cannot afford to change the composition of each feed to meet the requirements of the different states where he finds a market. The efforts of the Feed Manufacturers Ass'n to secure the adoption of a uniform feed law merits the support of all feed men.—Imperial Grain & Milling Co.

THE NEWSOME FEED & GRAIN Co., Pittsburgh, Pa., has registered the words "Palmo Midds" as a trade mark for its dairy and stock feed compound of palm oil and flour middlings.

SAMUEL O. HALL, a member of the Buffalo feed trade for several years, and for the past year or two pres. of the Hall Feed & Grain Co., Buffalo, N. Y., has retired from the trade, having disposed of his interest in the company.

THE GRAIN BELT FEED Co., which is being organized at St. Joseph, Mo., by the Swift Packing Co. interests, will build an alfalfa mill and a mixed feed plant at a cost of \$100,000. Work on the office is already begun, and plans for the feed plant are now being drawn.

MOLASSES valued at about \$400, which had just been received by the Howell Grain Co. of Union City, Tenn., to be converted into food products for cattle, flowed into the street there recently, as a faucet in the storage tank was open. Before the open faucet was detected, the entire contents of the tank had run out.

JUDGMENT FOR ADULTERATION and misbranding of articles in violation of the Food and Drugs Act is reported by the Bureau of Chemistry, U. S. Dept. of Agriculture as follows: 53 bags of beans shipped from Michigan to Maryland remaining unsold at Baltimore ordered destroyed by the U. S. marshal because they contained polished cull beans, frosted beans, dirt, stones, etc., not stated on bags; two shipments of 250 and 300 bags of oats respectively, made by Calahan & Sons of Louisville, Ky., the former transported from Illinois to West Virginia, labeled "Virginia White Oats," but found to be a mixture of oats, screenings, weed seeds and other foreign substances, and the latter transported from Kentucky to West Virginia, labeled "White Oats Special," found to be a mixture of oats, barley, dirt and other foreign substances, returned to shipper upon payment of entire cost of proceedings in each case, and execution of bonds as required by law; 201 bags of oats shipped by S. Zorn & Co., Louisville, Ky., to Georgia, labeled "White Oats Sulphurized," having 11% barley substituted for oats, ordered released to the shipper upon payment of costs and execution of a good and sufficient bond.

Feedstuffs Movement in May.

Receipts and shipments of feeding stuffs at the various markets during May 1916, compared with May 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	38,755,000	42,579,000	57,263,000	71,113,000
New York, lbs.	1,758,000		1,400	
St. Louis, sacks	101,210	114,920	\$4,980	\$6,770
Milwaukee, tons	9,360	14,720	20,372	20,965
Kansas City, tons	2,700	1,400	13,960	11,720

THE RAILWAYS OF SPAIN, at the request of the Director General of Commerce, have agreed to a 25% reduction for a period of 3 months for the transportation of wheat.

AN AMERICAN WHEAT SHIPMENT amounting to 84,970 bus. was landed recently at Seville, Spain, from the Mar Negro, which sailed from Philadelphia. It arrived in bulk and was packed in bags in the hold of the ship before being landed, as there was no other effective way of moving it.

American Feed Manufacturers at Peoria.

The American feed industry was well represented at the 8th annual convention of the American Feed Manufacturers Ass'n held at the Jefferson Hotel Peoria, June 1, 2 and 3. At the opening session an address of welcome was delivered by Mayor E. N. Woodruff of Peoria, which was responded to by Dr. J. K. Haywood. Geo. A. Chapman, Pres. of the Ass'n then delivered his annual address from which we take the following:

President's Annual Address.

The American Feed Manufacturers' Ass'n has just completed its 7th year of existence. In looking over those seven years, those of us who have been in position to watch closely the association's efforts and to know conditions as they prevailed prior to its organization, realize that the American Feed Manufacturers' Ass'n has been and is a success. It finishes its 7th year with the largest membership it has ever had. Its finances are in excellent condition.

Early Outlook. At the time the ass'n took up its work things were in a most chaotic condition; all sorts of unfair practices were going on, which were not only unfair to the buying public, but made for unfair competitive conditions among manufacturers. State laws were at great variance, and many of them together with the regulations of the officials in charge, were impossible to comply with; in fact, those manufacturers doing an interstate business found themselves much handicapped and at times almost prevented from doing a legitimate business.

Policy Bore Fruit. The ass'n's early efforts to bring about a working arrangement between its members and the Ass'n of Feed Control Officials have borne fruit in many ways. Its open door policy, inviting the feed control official to investigate the manufacturers' methods of production of all feedstuffs, the opening of mills and factories for inspection by the official; its policy of making the truth about every product known to and understood by the feed control official, of concealing nothing and undertaking to secure no unfair advantage for any manufacturer or any branch of the feed business, has resulted in a most cordial relationship between manufacturer and state official, which carries with it a mutual confidence such as previously did not exist. It has resulted in the securing of official definitions for all feeding stuffs, and the establishment of uniform definitions thru the medium of the Feed Control Officials' Ass'n of the United States in practically every state. This alone has resulted in the elimination of many unfair practices on the part of unscrupulous manufacturers and dealers, and has made for a clean competition and the elimination of misrepresentation to the trade.

Definitions Need Revising. While the definitions are not well established, there are constantly changing conditions, new products arising, and old methods of manufacture are changing. There will still be plenty of work to do along these lines in conjunction with our friends, the feed control officials. Even now some of the definitions need revising. For example—if a regulation based on the official definition for hominy feed were strictly enforced according to the exact wording of the definition, it is more than likely that the article known as hominy feed would go off the market. Yet one important state has recently undertaken to enforce its law according to the exact wording of this definition.

The Uniform Law. The proposed uniform feeding stuffs law, as worked out by the committee from the Feed Control Officials' Ass'n of the United States, the Millers' National Federation and our own ass'n, and adopted by the Feed Control Officials' Ass'n, is slowly but surely becoming in fact the uniform feeding stuffs law of the United States.

Direct appropriation of funds for the enforcement of feeding stuffs laws, the same as other laws, is believed by our ass'n to be more satisfactory than special taxation. While realizing that in some states it would be impossible to at once secure appropriations providing for this expense, and realizing that better competitive conditions and a square deal for all manufacturers lie in a well-enforced feeding stuffs law, it has taken no active part in undertaking to eliminate the taxation or license feature from any of the existing laws. It has, however, made

active and successful efforts to prevent these features from being adopted by states where they did not already exist.

The tonnage tax in many states seems to be unreasonably high. At the time these laws were passed, what might have been a necessary rate of tax because of the small amount of commercial feed business then done, with the great increase in commercial feeding stuffs, the great replacing of the whole grains with the manufactured feed, now should be producing much more than the amount of revenue required for the proper enforcement of the law. As a sign of the times, one state has already voluntarily reduced its rate of taxation; another state seems to be at the point of doing the same thing. Here is a step in the right direction. This tax necessarily falls upon the consumer, as every item which enters into the cost of producing and delivering a ton of feed must be added to the price. We believe, therefore, in justice to the consuming public, which the state official is serving, he should draw such matters to the notice of his legislature.

This is not a matter which our association should actively engage in before legislatures, yet it seems in every way proper that we should bring this matter before the official for his consideration. We believe that no more states will adopt the tonnage tax, and we also believe that as fast as conditions warrant the various states having the tonnage tax in their law will fall in line, first with a considerable reduction in the rate of tax and later that the tonnage tax will be done away with entirely, and liberal direct appropriations for the enforcement of the feeding stuffs law will be provided by the legislatures. It is fundamentally a wrong principle that the enforcement of any state feed law must be provided for by a special tax upon the people.

Instruction on Ready Mixed Feed. At the present time the ready-mixed ration is not taught in our agricultural colleges. The rapid growth of the ready-mixed ration, and the enormous tonnage already reached, indicate either that the feeder wants these products or that the feed manufacturer has been a better educator than the college. The ready-mixed ration is here. The agricultural college and the experiment station have avoided it; they have dodged it; and in some instances they have maligned it, yet it has become one of the greatest factors in the feeding of our domestic animals. It is high time these educators recognize it and put it into their teachings. In line with this idea, our executive com'te voted to spend a portion of the fund pledged for advertising in the publication of a text book which it was hoped could be made to set forth the cause of the ready-mixed ration in such shape as to cause the educator and experiment station worker to see the problem in its true light, and to open the way for the teaching of the ready-mixed ration in the classes of the agricultural college. It is the plan to bring out this text book and distribute it among experiment station men, agricultural college men, county agents, feed control officials, etc.

Dairying in Illinois. At about this time state dairy and food commissioner, the Hon. W. Scott Matthews, of Illinois, evidently saw clearly that his state was far behind others in dairying; that the work of the state agricultural college, while being of the highest order from a scientific point of view, did not go far enough nor work fast enough to reach the enormous number of farms, the soil of which, either from natural conditions or repeated cropping, has become so unproductive as to make but a meager living for its owners. He conceived the plan that a regular business campaign of putting cows upon such farms was what was needed, and after an appropriation of some \$40,000 to carry out such work had been voted by the Illinois legislature and vetoed by the governor, he called a meeting of business interests, and asked them what they wanted to do about it. I am proud to say that the American Feed Manufacturers' Ass'n held a meeting of those members who could be gotten together, and the location of whose mills permitted them to do business in Illinois, and immediately voted that this was a good thing, and at the initial meeting, where something over 100 representatives of various branches of business were present, the members of our ass'n led off with a statement that they would undertake to raise \$5,000, and put it into Mr. Matthews' hands to work out his idea. Other interests undertook to raise similar amounts and it was voted that a fund of \$20,000 be raised with the feed manufacturers' \$5,000 as a nucleus. Twenty thousand dollars in cash has been raised in outright donations and loans for the carrying out of this work and this movement, altho it has

only been under way for a few months, is already a decided success. Over 1,000 high-grade cows have been bot in Wisconsin and New York state and transferred to farms in Illinois, and the com'te in charge of the work have more orders at the present time than it has the facilities to fill. It looks like the original statement that this campaign was to put an additional 1,000,000 cows into Illinois will eventually be realized, and it is probable that the legislature of Illinois at its next session will appropriate a liberal fund for the carrying out of the work started by Mr. Matthews and the business interests.

Co-operative Buying Ass'ns. There is clearly not room for the existing feed dealer and a competitor in the form of a co-operative buying ass'n in farm communities. If a co-operative buying ass'n wishes to be successful it must perform the same services for the community that the existing dealer does. The manager's salary, if he be a capable man, and there is no use undertaking a business unless you have a capable man, would probably in most instances amount to as much as the profits of the existing dealer. It is economically and morally wrong for the state or national farm bureaus to undertake to advise or assist in the promotion of such ass'ns. It will undermine established business and put nothing better in its place.

Secretary's Report.

From the report of Secretary L. F. Brown, which was next read, we take the following:

Legislation. There has been very little legislation affecting feeding stuffs proposed this year as but 12 states have had a legislative session. In South Carolina a bill forbidding the use of a wire or other metal fastener for attaching tags to bags was proposed. We opposed this measure and I believe can claim some credit for its defeat. Commissioner Watson is entitled to commendation for his effective work in preventing the passage of this measure.

Virginia made amendments to its law which are in harmony with the provisions of the uniform law.

New York enacted an amendment which requires the maximum phosphoric acid content of meat products to be declared on label. Another amendment exempts poultry feeds consisting of whole, or whole and cracked grains, with or without grit, where all the ingredients may be identified by the naked eye, from the provisions of the statute. This amendment was to correct an obvious defect which included under the law such materials without grit and exempted them if they contained grit. Neither of these amendments take effect until Jan. 1, 1917.

There has been an injunction in effect in the state of Ohio since last November restraining the authorities in that state from collecting the brand tax. The case has recently been heard by a referee and a decision is expected very soon.

During the year 1917, 41 states will hold legislative sessions and we should fortify ourselves in advance, as much as we possibly can, to meet such objectionable proposals as may be presented.

Food Standards. The court decision of Judge Anderson to the effect that prosecutions under the Pure Food and Drugs act can not be maintained on the basis of standards established by the Bureau of Chemistry of the United States Department of Agriculture, on the grounds that the standards could not be enforced because they were not a part of the law, is of far-reaching importance if sustained by the higher courts.

The officials of some states have set up arbitrary standards for feeding stuffs and are requiring feed manufacturers to meet those standards, and I am informed that in rare instances manufacturers have been penalized for a non-compliance therewith. If Judge Anderson's decision be sound doctrine, it would appear necessary for such feed control officials to recede from their position in this matter.

Membership. At our last annual meeting we reported a membership of 122, consisting of 115 active and 7 associate members. During the year 28 new members have joined the ass'n, the membership being as follows: Active members, 133; associate members, 11; total membership, 144; a net gain during the year of 22.

Executive Com'te's Report.

Chairman S. T. Edwards, reporting for the executive com'te, suggested that the following matters be taken into consideration by the Feed Officials:

Changing the ingredients in a feed from one article to another where the feeds

were taken care of had not been permitted and many complaints had been received from manufacturers on account of this, and the refusal of feed commissioners of certain states to permit any change without re-registration, and in some cases, change of name which is of great value, and has practically driven some feeds off the market. The executive com'te feels that special attention, during the coming year, should be given to this subject and, if necessary, the whole matter should be laid before the Ass'n of Feed Control Officials of the United States this fall so that the matter can be settled before the registrations on Jan. 1. If all of the commissioners who are not stopped by specific provisions under their law, will permit the change of ingredients when the quality of the feed is not reduced, it surely would be a great benefit to the trade in general.

Attachment of tags is a considerable source of expense, and is being made harder by such laws presented in different states, and passed in two of them, restricting the use of metal fasteners. Some method should be worked out whereby the trade can be relieved as much as possible and accomplish the ends which it is desirous and willing to meet, and the assistance of the feed commissioners is felt to be necessary in order to accomplish this end.

Friday Session.

The second session of the convention, held on Friday morning was notable for a number of speeches that were received with great interest.

Robert E. Belt, Washington, D. C., special agent of the Federal Trade Commission, spoke on the work of the Federal Trade Commission in co-operating with trade ass'ns to improve accounting methods and business practice.

A paper by Dr. R. E. Stallings, state chemist of Georgia, and president of the Ass'n of Feed Control Officials of the United States dealt with state laws and feeds.

E. S. Woodworth, Minneapolis, Minn., gave an exceptionally interesting address on the subject "Morals in Business."

Principles of Animal Nutrition were set forth by Dr. J. A. McLean, former professor of animal husbandry, Amherst College, and now connected with the Boston office of the Quaker Oats Co.

Edward Corrigan, sales manager of the American Milling Co., Peoria, Ill., delivered an excellent paper on "Industry Advertising."

F. M. Wilson, manager of the Denver Alfalfa Milling & Products Co., Hartman, Colo., delivered an able address on the subject of "Alfalfa Milling From a Practical Standpoint."

The Entertainment Com'te had provided an auto tour for the guests Friday afternoon, and a splendid dinner was served in the evening in the large dining room of the hotel. An interesting and entertaining cabaret program was the feature of the dinner program.

Saturday Session.

At the final session on Saturday Charles A. Krause of Milwaukee, chairman of the Resolutions Com'te reported the following, submitted by the retail dealers' delegates of three eastern organizations, which was unanimously adopted:

Resolutions.

Farm Buros and Direct Buying.

WHEREAS, the members of the American Feed Manufacturers' Ass'n have been reliably informed that the managers of the farm buros, working under the instructions of the United States Department of Agriculture and the State Department of Agriculture, have become active in organizing direct wholesale buying organizations to purchase carloads of feed stuffs, and are urging and influencing such purchases to the detriment of the business of the retail dealers, and

WHEREAS, the continuance of such a policy of buying will eventually bring about the elimination of the business of the retail feed dealers,

[Continued to page 923.]

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & E. I. Sup. No. 1 to 7725 gives joint rates on grain, carloads, from stations on the C. & E. I. Ry. to points in Ind., Mich., and Ohio, effective June 29.

C. I. & L. No. 5901-A gives rules, regulations and charges governing reconsigning privileges on grain and grain products at Monon, Ind., effective June 26.

C. I. & L. Sup. No. 8 to 5789 gives joint and proportional rates on grain, carloads, from stations on the C. I. & L. Ry. and C. & W. V. Ry. to Virginia common points via Louisville, Ky., only, effective July 10.

C. & E. I. Sup. No. 6 to 7575 gives local, joint and proportional rates on grain and grain products; also broom corn and seeds from stations on the C. & E. I. Ry. in Ill., also Cairo, Ill., via M. & O. Ry., to stations in Ill., effective July 3.

Grand Trunk in Sup. 3 to 288 quotes an ex-lake rate of $1\frac{1}{2}$ c on grain from Collingwood, Tiffin and Midland; 2c from Goderich, $2\frac{1}{2}$ c from Pt. Colborne, Pt. Huron and Detroit, Mich., and $3\frac{1}{2}$ c from Depot Harbor; to Cannington, Ont., effective June 6.

C. G. W. Sup. No. 1 to 50-D is a local and joint freight tariff showing reconsigning, concentration, storage, fabrication and feeding in transit, weighing and other miscellaneous rules and charges; also rental charges for use of private equipment, effective July 5.

C. G. W. Sup. No. 6 to 53-E gives joint freight rates on grain products, carloads, from St. Joseph, Kansas City, Mo., Leavenworth, Kansas City, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., on shipments originating beyond, to Newport News and Norfolk, Va., when for export.

C. R. I. & P. Sup. No. 12 to 19690-G gives local and joint freight rates on hay, straw and corn husks, carloads, from stations in Colo., Kan., Mo., Neb., New Mex., and Okla., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo., effective July 1.

C. I. & L. Sup. No. 6 to 449-L gives joint freight rates applying on grain and grain products, carloads, from stations on the C. I. & L. Ry. to Virginian common points and Hagerstown, Md., and other points named in rate bases, billing instructions or guide books of fast freight lines, effective July 10.

Leland in Sup. 28 to 32-P quotes rates on grain, grain products, alfalfa meal, beet pulp, dried corn husks, linseed cake and seeds from points in the western, southern and C. F. A. territories; to stations in Texas; also rates on malt, malt sprouts and cerealine from and to points in Oklahoma, effective July 4.

M. St. P. & S. S. M. in Sup. 6 to 17815 quotes proportional rates on wheat, flaxseed, corn, rye, oats and barley, also products of these grains, manufactured, malted or cleaned, from stations in Minn. and Wis.; to Chicago, Ill., Milwaukee, Manitowoc, Wis., and stations taking same rates, effective June 10.

C. R. I. & P. Sup. No. 27 to 29329-A gives local, joint and proportional rates on grain, grain products and seeds, carloads, between Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Fort Leavenworth, Kan., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., So. Omaha, Neb., Sugar Creek, Mo., and stations in Mo. on the C. R. I. & P. Ry. and C. B. & Q. Ry. and stations in Ill., Ind., Ia., Minn., Mo., So. Dak., and Wis., effective July 1.

C. I. & L. Sup. No. 6 to 4057-A gives joint and proportional freight rates applying on grain products, carloads, from Chicago, Englewood, Hammond, Hegewisch, Pullman Jct., and South Deering, Ill., and Hammond, Ind., to Baltimore, Boston, New York, Philadelphia and other eastern points, effective July 10.

C. I. & L. Sup. No. 15 to 4755-A gives joint and proportional freight rates applying on grain, carloads, from Chicago, Englewood, Hegewisch, Pullman Jct., and South Deering, Ill., and Hammond, Ind., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in the eastern states and Canada, effective July 10.

C. I. & L. Sup. No. 5 to 5581 gives joint and proportional freight rates applying on grain and grain products, carloads, from stations on the C. I. & L. Ry. to New York, Philadelphia, Baltimore, Boston and all other eastern points reached via the Central States Dispatch Fast Freight Line and Monon-Continental Fast Freight Line, effective July 10.

C. R. I. & P. Sup. No. 35 to 13207-F gives joint proportional rates on grain, grain products and seeds, carloads, from Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, So. Omaha, Neb., and St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich., and Wis., on connecting lines, effective July 1.

C. I. & L. Sup. No. 8 to 5829 gives joint and proportional freight rates applying on grain by-products in carloads, and grain, grain by-products and grain products in mixed carloads, from stations on the C. I. & L. Ry. to Boston, New York, Philadelphia, Baltimore, Norfolk, Buffalo, Pittsburgh and other eastern, Virginian and western terminal points, effective July 10.

C. I. & L. Sup. No. 6 to 4756-A gives joint and proportional freight rates applying on grain, carloads, from Chicago, Englewood, Hegewisch, Pullman Jct., So. Deering, Ill., and Hammond, Ind., to Baltimore, Boston, New York, Philadelphia and other eastern points, and in rate bases, billing instructions or guide books of fast freight lines, via Indianapolis or Mitchell, Ind., effective July 10.

C. I. & L. Sup. No. 15 to 4058-A gives joint and proportional freight rates on grain products, carloads, from Chicago, Englewood, Hegewisch, Pullman Jct., So. Deering, Ill., and Hammond, Ind., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other eastern points in the eastern states and Canada and in rate bases, billing instructions or guide books of fast freight lines, effective July 10.

C. R. I. & P. Sup. No. 19 to 19,690-F gives local, joint and proportional rates on grain, grain products, seeds and broom corn, carloads, from stations in Colo., Kan., Mo., Neb., New Mex., and Okla., also Council Bluffs, Ia., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo., also on corn and articles taking same rates from Memphis, Tenn., to stations in Okla., effective July 1.

C. & E. I. Sup. No. 6 to 622-C gives local, joint and proportional rates on grain and grain products; also corn cobs, broom corn and seeds from stations on the C. & E. I. Ry. and Evansville & Indianapolis Ry. to points in Ala., Ark., Conn., Del., D. C., Fla., Ga., Ill., Ind., Ia., Ky., La., Miss., Md., Me., Mass., Mich., Minn., Mo., N. H., N. J., N. Y., O., Pa., Rd. I., S. C., Tenn., Vt., Va., W. Va., Wis., and points in the Dominion of Canada, effective July 3.

C. C. & St. L. rates to Chicago from Illinois stations have been ordered by decision of the Illinois State Public Utilities Commission published as follows: On wheat and on coarse grain from Greenwich to Seneca 5c; Beckwith to Leslie 7c; Vermillion to Mattoon 7c; Gays to E. Alton and Nameoki 8c; Danville to Paris 7c; Oliver to Robinson 8c; Duncanville to Grayville 9c; Calvin to Texas City 10c; Eldorado to Karnak 10c on wheat and 11.4c on coarse grain; Grand Chain to Mound

City 10c on wheat and 11.6c on coarse grain; from Cairo on wheat 10c; coarse grain 11.8c, effective pending outcome of litigation on account of injunction obtained temporarily against the commission's orders by the C. C. & St. L.

J. L. Tracy Dead

John Lewis Tracy, better known as "Tony" Tracy, and in his prime one of the quickest traders in the wheat pit of the Minneapolis Chamber of Commerce, died May 27 at his residence in that city.

Because of declining health Mr. Tracy went to Medford, Ore., in the spring of 1912 and remained until the summer of 1914. The past winter he passed in Florida, and had been ill for three months before his death.

He was born June 30, 1861, at Titusville, Pa., where he attended public and high school and entered the oil trade. In the early 90's he went to Chicago, being connected with one or two prominent firms. After spending a short time in St. Louis and Pittsburgh he went to Minneapolis in 1893 and became a member of the Chamber of Commerce and the firm of A. G. Chambers & Co. Leaving this firm in 1897 he engaged in the grain business on his own account under the name J. L. Tracy & Co.

In 1906 the firm of Lake, Brown & Tracy was formed, composed of W. H. Lake of Chicago, E. L. Brown of Minneapolis and J. L. Tracy. Mr. Tracy was prominently identified with the activities of this firm until 1908 when the firm was changed to Brown & Tracy Co., of which Mr. Tracy was vice-pres. and treas. He was a member of this firm when he died.



J. L. Tracy, Minneapolis, Minn., Deceased.

Mr. Tracy numbered among his friends the entire Minneapolis membership besides many in Chicago in the grain business. A portrait is reproduced herewith. He is survived by his widow and one daughter, Katherine.

I CONSIDER the Journal a necessity.—O. K. Morrison, So. English, Ia.

THE GRAIN BUSINESS is better with the Grain Dealers Journal than without it.—C. C. Inglis, Summitville, Ind.

DELAY IN LOADING grain into steamers at Boston is proving costly. The British steamer Theseus, which arrived on May 7 to load 550,000 bus. of oats had not been loaded by the 1st of the month. She is on demurrage at the rate of \$1,500 per day. The situation is attributed to the lack of men to put grain into the elevators. Figures from the three elevators showed that on May 24 they contained 903,165 bus. of oats, 138,621 bus. of wheat, 6,431 bus. of corn, 42,598 bus. of rye and 53,694 bus. of barley. Nearly 1,000,000 bus. of export grain was reported on track in and about Boston, ready to be placed in elevators.

Patents Granted

1,185,459. Grain Spout. (See Cut.) George W. Worley, Salix, Ia. A series of telescopic joint sections engage, by means of their flanged ends, with supporting rings which are coupled together with flexible chains, thus forming a spout, the flanged ends preventing the movement in one direction of the sections. Clips on the rings co-operate with the flanged ends to hold the sections from displacement while rotating in the rings.

1,185,865. Grain Mixer or Blender. (See Cut.) William James Bates, Oxenden, Ont. In a casing is supported a wheel adapted to rotate in a vertical plane within the casing. At the periphery of the wheel are radially disposed brackets on which are mounted cups swingable in a vertical plane. When the cups are past top center, depending fingers situated exteriorly of the cups are adapted to engage the brackets so as to keep them in radial position.

1,184,825. Bean Separator. (See Cut.) William Edwin Clarke, Brown City, Mich. A separator roller has short longitudinal grooves extending longitudinally from its ends. Angular clips have certain arms fitting within the grooves and their other arms removably secured to the ends of the roller. A facing strip wraps around the roller and has its ends extending under the arms of the clips within the grooves, those edges of the first set of arms which project in the same direction

as the ends of the strip being provided with inturned toothed portions biting the strip.

1,186,406. Weighing-Machine. (See Cut.) Robert H. Kleiser, De Witt, Ark. A weighing hopper is carried by a balanced beam. A filling hopper is mounted under the weighing hopper, and means is provided for operating a valve that closes the outlet of the weighing hopper by the movement of this filling hopper. A feeding hopper is located above the weighing hopper. The feeding hopper has a valve controlling its outlet, and an arm fixed to the pivot of this valve engages with an extension on a bar carried by the weighing hopper to move the valve of the feeding hopper in consequence of the movement of the weighing hopper.

1,185,471. Grain Door. (See Cut.) Elmer Brown and Loe E. Larson, Bismarck, N. D. A door consisting of a plurality of sections arranged in superposed relation when the door is closed is adapted for engagement in vertical guides in the sides of a wall opening. At one side of the door opening are transversely inclined tracks. Each door section when raised in the guides to meet its respective track slides out on it to opening position. A vertical bearing bar connects the several tracks and serves as an additional guide for the door section, the lower edges of the door sections sliding upon the transverse tracks into bearing with this vertical bar.

1,184,403. Pneumatic Dust Handling System. (See Cut.) Whitford W. Woodley, Elizabeth City, N. C. Connected with a source of materials-supply is a charger, which comprises a series of rotatable chambers, each having an opening for the reception of materials or of materials-discharging airblast and an opening for the discharge of materials and air, and arranged successively to be brot into communication each, first, with the source of supply to effect filling of one chamber and forcible air-impelled discharge of a previously filled chamber, by means of a constant-volume variable-pressure air blower, which is adjacent to the source of supply. A distant receptacle attached by a long pipe receives the discharged material.

Crop Improvement

AN ALL MINNESOTA meeting will be held at St. Paul on June 14 and 15 at which community building from the grain standpoint will play an important part. Bert Ball, sec'y, Crop Improvement Com'te will deliver an address on Open Country Communities.

THE GREAT POSSIBILITIES of developing the agricultural sections surrounding their lines is being recognized by many railroads traveling western territory, and they are continuing to encourage better crops by the establishment of experimental farms and the installation of crop experts.

A SERIES of scientific moving pictures will be used by Bert Ball, sec'y, Crop Improvement Com'te, and Morris Ricker, principal of the West Des Moines high school of Iowa, to illustrate crop improvement work. The pictures will be full of human interest and truth; but will be so "dressed up" as to hold the attention of an audience thruout a performance.

PLANS FOR A CORN SHOW in Spokane, which will be the first of its kind ever held in the Pacific Northwest, have been announced by the Exchange National Bank of Spokane, Wash. The plan is comprehensive and includes all of Washington, Oregon, Idaho and Montana. Each state has been divided into districts and each district will compete in a class by itself. Washington will have three districts, while the other states will have two each. There will be two classifications in each district, one for boys from 12 to 18, the other for men.

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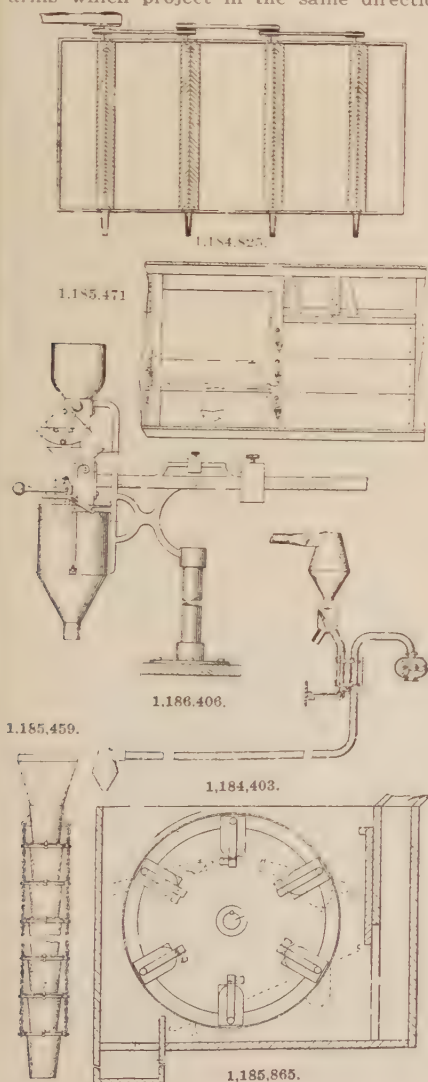
Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book, 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, is printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50.

GRAIN DEALERS JOURNAL
La Salle Street, CHICAGO, ILL.



Hastings Foundry Increases Capacity

Recent improvements in the plant of the Hastings Foundry & Iron Works, Hastings, Neb., have made of a moderate sized foundry, 75x165 feet, one of the fastest moulding establishments in the west, especially for medium and light grade work.

The main feature of the equipment is the individual overhead pouring system. This method includes six pouring devices on one side of the foundry and enables each man to pour his own floor without the use of a helper to carry the iron. This is made possible by a series of overhead cranes and trolleys. The moulder pushes his 300-lb. capacity ladle to the middle of the moulding room where it is filled from a large crane or bull-ladle. As soon as his ladle has been filled he pours his floor, or the arrangement is such that he can pour any floor on that side of the moulding room. All six equipments can be concentrated to one floor if necessary in order to pour that floor quickly.

Each pouring device is equipped with a steel shield which protects the operator from the heat of the molten metal. Each device also has a lever for raising and lowering the ladle, so the operator pours with his right hand and raises the ladle with his left. The only assistant necessary is a man to change the jackets on the small snap flasks.

One advantage of a system of this kind is that to a great extent danger is eliminated. A stumbling helper cannot spill the iron.

On the main side of the foundry all pouring is done from a large five-ton overhead crane which serves the entire distance of 37x165 ft. This crane is also used for conveying and setting the heavy cores.

Besides grain elevator castings and machinery the company manufactures farm machinery, street lighting systems and a general line of structural and job castings. The equipment now is such that it can also produce a good grade of semi-steel castings. Within the foundry no moulding machines are used. They were given a thoro tryout but were discarded

because the new system is so exacting and works so rapidly that a man will put up and pour more castings in a day than the ordinary machine moulder.

C. C. Godfrey Still Missing.

C. C. Godfrey, a young elevator builder of the southwest has not been seen or heard from since last December. As his prospects for the future were exception-



C. C. Godfrey, El Reno, Okla., Missing Since Last December.

ally bright for a youth of 27 years, his father G. L. Godfrey, of Enid, Okla., fears he has been killed. Young Godfrey was building a light plant at Hydro, Okla., and it was his custom to spend Sunday with his wife and child at El Reno, returning to Hydro on Monday. On his failure to return to the plant, his father was notified and the young man's accounts investigated, this disclosing his excellent financial standing.

As Mr. Godfrey made a hobby of studying grain elevator construction it is believed that if he is still alive he may visit some of the more modern elevators. The young man is 5 feet 9 inches tall, weighs

135 pounds, wears a No. 6 shoe, and has jet black hair. His eyes are dark brown and his complexion swarthy. The eye brows are heavy and extend clear across the bridge of the nose. When he waved farewell to the station agent at Hydro he was smooth shaven and wore his working clothes, giving him the appearance of a laborer. No one, so far as can be learned, saw him leave the train, tho both conductor and station agent know he got aboard.

Mr. Godfrey is a member of the Odd Fellows, the Mill Wrights Union, the O. R. T., and is rapid with a telegraph instrument. A recent fotograf is reproduced in the accompanying engraving. Any one seeing him, or hearing of his whereabouts, should notify G. L. Godfrey, Enid, Okla., with whom the young man's family is now residing.

Supply Trade

DECATUR, ILL.—The Twentieth Century Self-Contained Flour Mill is about to be put on the market by the Beall Improvements Co.

MILWAUKEE, WIS.—The Allis-Chalmers Mfg. Co., has declared an extra dividend of 1½% on its preferred stock in addition to the regular quarterly preferred dividend of 1½%.

THE HISTORIAN of the future will give the same consideration to advertising as a civilizing force that the historian of the past gave to fine arts and letters.—*Mahin Messenger*.

NO. MILWAUKEE, WIS.—The plant formerly owned by the Avery Scale Co., has been purchased by the Metro Nite Co. It will be remodeled by the Fraser Co. for a tube mill for the manufacture of calcium carbide.

OMAHA, NEB.—The Alamo Lighting Plant recently incorporated with a capital stock of \$300,000. takes over the business formerly conducted by the Alamo Gas Engine Co. F. L. Tubbs is pres. and Geo. E. Tubbs, sec'y and treas.



Interior of Foundry, Hastings Fdry. & Iron Wks., Hastings, Neb., Showing Operation of Individual Pouring Devices.

Failure to Send Invoice.

The Arbitration Com'ite of the Grain Dealers National Ass'n, composed of D. I. Van Ness, Elmer Hutchinson and E. C. Eikenberry, decided against Bennett Commission Co., of Topeka, Kan., defendant, and in favor of Tioga Mill & Elevator Co., Waverly, N. Y., plaintiffs, on a contract for a car of kafir corn made thru M. A. Smith, broker, of Philadelphia.

Shipment was made Jan. 25, 1915, but the invoice had not been received Feb. 2 when the collecting bank at Waverly notified plaintiff by telephone that draft had been received for collection. Having written, plaintiff wired Feb. 9 for documents, but got nothing further and carrier released the car on credit of plaintiff. Defendant Bennett then refused to deliver the B/L except on payment of an amount considerably in excess of the original draft.

The Arbitration Com'ite held: Terms of sale printed on daily quotation cards or on letter heads cannot be held to be terms to apply on grain contracts unless said contracts are made on basis of card quotations in accordance with National Trade Rule 3. As this sale was made thru Monroe A. Smith as agent of defendants there is no evidence to sustain the contention that the confirmation of sale made by said defendants to their broker ever reached the plaintiffs or that said plaintiffs had any knowledge of any notation which defendants made a part of their contracts of sale and which the confirmation to their broker may have contained.

That the formal, complete and legal presentation of a draft cannot be consummated by telephone.

And, it is our decision that the plaintiffs, Tioga Mill & Elevator Co., having paid the price stipulated in the original contract there is nothing due from them to defendant, Bennett Commission Co. and that said defendant shall further pay the costs of this arbitration.

Silence Does Not Confirm.

Early & Daniel Co., Cincinnati, O., plaintiff, v. J. H. Cofer & Co., Norfolk, Va., defendants, was a case before the Arbitration Com'ite of the Grain Dealers National Ass'n, composed of D. I. Van Ness, Elmer Hutchinson and E. C. Eikenberry, involving a change by one party in a contract for 2 cars of mixed oats to grade No. 3, terms Cincinnati weights and inspection.

On Aug. 17, 1915, Early & Daniel Co. invoiced two cars of No. 3 mixed oats to fill this sale and on the advice shipments made the following notation "To be settled at outturn weights" and wrote J. H. Cofer & Co. the following letter:

We are shipping car 25586 SSW and 45036 Big Four direct through to you without transfer at Cincinnati.

Will draw on account, but when the oats are unloaded, will thank you to send outturn weights and will settle with you in that manner.

Now, kindly do not delay sending us the weights. If you can let this come in promptly, think we can work a great deal of grain to you in this manner, that is, by ordering direct thru and not transferring at this point.

One car graded No. 4, the other hot and musty.

The plaintiffs contend that they were doing the defendants a favor in shipping the oats direct thru Cincinnati without transfer, and accepting outturn weights, and that when they wrote the defendants at the time of the shipment of the oats (Aug. 17, 1915) that they had done so that the defendants should have objected at that time. Also that they furnished certificates of Cincinnati inspection with the invoices, or at least that was always their custom.

The defendants deny that they received any certificates of inspection from Cincinnati, with the invoices and did not receive a copy until Aug. 30, 1915, from plaintiffs.

That they had knowledge of the moisture content of the 1915 crop of oats and that when they purchased them they fully expected that the oats would be handled at Cincinnati, and that at no time did they ever give their consent to a change in any of the terms of the contract.

It is the decision of the com'ite that the position of the defendant is fully covered by Rule No. 23 of the Trade Rules of the Grain Dealers National Ass'n, which rule reads as follows:

RULE 23. ALTERATION OF CONTRACT. The specifications of a contract cannot be altered or amended without the expressed consent of both the buyer and the seller. (This abolishes the custom of "silence confirms.")

That the seller when he did not give Cincinnati weights and inspection, assumed

the hazard of shipping so far as it applied to the condition of the grain, and that the claim of the plaintiff be not allowed, and the costs of arbitration be assessed to the plaintiff.

Time to Buy in Shortage.

In arbitration between Stiefel & Levy, plaintiffs, of Ft. Wayne, Ind., and the Urnston-Harting Grain Co., defendants, of Indianapolis, Ind., the Arbitration Com'ite of the Grain Dealers National Ass'n, composed of D. I. Van Ness, Elmer Hutchinson and E. C. Eikenberry, held the buyer strictly to immediate buying in a shortage as provided by the trade rules.

On a contract for 10,000 bus. No. 3 white oats the last car was unloaded at Buffalo, N. Y., Jan. 11, 1915, and on Jan. 14 defendants wrote plaintiffs: "Advise us in what manner you wish us to handle the shortage of oats on your contract. Will you ship another car or shall we buy in the shortage?"

Plaintiffs in a letter Jan. 15 acknowledged their books showed a shortage of 300 bus. Next day defendants wrote:

"We have your letter of the 15th. You have not yet stated in what manner you wish to take care of the shortage on your oat contract. Please advise upon receipt of this letter."

No more correspondence passed until Jan. 28, 1915, when the defendants wrote plaintiffs as follows:

Referring to the shortage on your oats contract about which we have written you twice before, without receiving any definite statement from you as to how you wish to take care of this shortage.

We are enclosing herewith a copy of our card bid going out tonight and will be very glad to have you indicate to us in what manner you wish to take care of this matter. If you wish to sell us 1,500 bus. and ship about 1,850, or ship us a minimum car, having the shortage on the contract filled out of same and balance sold on the market, it will be agreeable to us.

In the event we do not hear from you definitely by Feb. 2nd we will on that date make you a statement as to the manner in which we can adjust the shortage, and trust that our action will meet with your approval.

The shortage was bot in Feb. 2 at 61½¢, at a loss of \$208.90, credits leaving a claimed balance of \$36.12.

The contention of the plaintiffs is that, as the advice shipment on the last car to apply on this sale should have been in the hands of the defendants on the morning of Jan. 3, they should have then notified the plaintiffs of the shortage, and given them a chance to adjust it, and not waited until Jan. 14 to notify them, and to still delay the time of buying in the shortage until Feb. 2.

The plaintiffs file their claim of \$29, being the difference between the amount as deducted by the defendants and the amount of 356 bus. at the card bid of Jan. 2, 49½¢, plus a commission of ¼¢ for buying in.

The defendants maintain that they were within their rights in trying from Jan. 14 to Feb. 2 to get the plaintiffs to agree to some definite way of adjusting the shortage, and cite the second section of Trade Rule No. 7 of the Grain Dealers National Ass'n, which reads as follows:

"If the seller fail to notify the buyer of his inability to complete his contract, as above provided, the liability of the seller shall continue until the buyer, by the exercise of due diligence, can determine whether the seller has defaulted, when the buyer shall immediately

(a) Agree with the seller upon an extension of the contract to cover the deficit,

(b) Cancel the contract outright, or

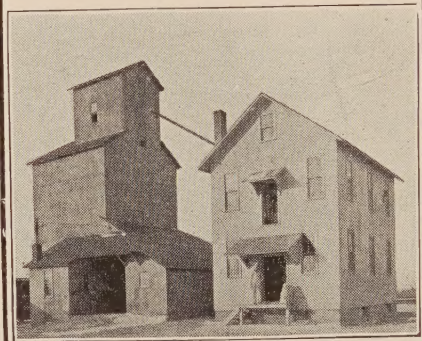
(c) Buy in the deficit for the sellers account."

It is the opinion of the Com'ite that this rule is very plain and that in this case the defendant "exercised due diligence" when on Jan. 14, 1915, they determined that the plaintiff was short and the amount of the shortage and then immediately notified the plaintiffs asking how they wished to treat the shortage. But that on Jan. 16, upon receipt of plaintiff's letter of Jan. 15, acknowledging the shortage but giving no definite instructions as to how they wished it treated, the duty of the buyer was to "immediately" elect to do one or the other options as provided in the rule above quoted, and on that day they should have proceeded to protect themselves by buying in the shortage.

Therefore our ruling is that the card bid of defendants of Jan. 16 be taken as the basis of settlement, and that defendants pay the plaintiffs \$22.76 and that the costs of arbitration be divided equally.

"Hoosier" Elevator Men Make Extra Money on Wheat

Here's how C. H. Johnson and his two sons, Walter H. and Guy R., turn wheat into extra money in connection with their elevator. Some 12 years ago the father, in order to help his fellow farmers and to make a little profit for himself, built a grain elevator on a N. Y. Central siding about 4 miles west of La-Porte, Ind. Although the elevator business was a success from the start they had heard that they could put in a "Midget" Marvel self contained roller mill and not only turn their wheat into greater profit, but be



of added benefit to their community. They put in a "Midget" and now write as follows:

"Midget Marvel doing finest kind of work and the quality of flour, both Spring and Winter wheat, is superior to any other made in this part of the country. Looks now that the only trouble we are going to have is taking care of the trade with our capacity."

If you are a grain man or an elevator man or just seeking an investment in a clean, substantial, honorable, permanent paying business, it is worth your while to write at once for the "Story of a Wonderful Flour Mill," prices, and full particulars regarding the sure money-making possibilities of the "Midget" Marvel mill for you.

Anglo-American Mill Co., Inc.

435-445 Trust Building

Owensboro

Kentucky

Bankruptcy Proceedings Constitutes Breach of Contract

A case of unusual interest and importance to the grain trade has recently been decided by Judge Martin J. Wade of the United States District Court for the Southern District of Iowa.

Clifford V. Cox of Des Moines, Iowa, Attorney for the Western Grain Dealers' Assn., had active charge of the case in court for Grier & Company and associated with him on the brief were Jack, Irwin & Jack, Mr. Grier's local attorneys.

In June, 1914, T. A. Grier & Co. of Peoria, Ill., bought of the B. A. Lockwood Grain Co. of Des Moines, Ia., ten thousand bushels of new white oats for August and September shipment. Before the maturity of the contract and on or about Aug. 4, 1914, an involuntary petition in bankruptcy was filed against the Lockwood Company. Pending the adjudication, M. McFarlin was appointed receiver and after Lockwood & Co. were adjudicated bankrupt, he was appointed trustee.

As soon as McFarlin was appointed receiver he wired Grier & Co. to protect themselves on their contract and they did so by immediately purchasing at the market ten thousand bushels of white oats.

In the meantime oats had advanced about thirteen cents per bushel, and Grier & Co. then filed their claim in bankruptcy against the Lockwood Company.

The trustee in bankruptcy filed objections to the allowance of the claim on two principal grounds, to-wit:

(1) That it was based upon a gambling contract, which made it void as against public policy, and

(2) That it was an executory contract (i. e.) one which had not been carried out, and that it was too contingent to constitute a provable claim in bankruptcy.

The first ground (i. e.) that the contract, being one dealing in futures, was a gambling contract and void was soon abandoned. The fight was waged on the second objection.

The trustee contended that in order to have a provable claim in bankruptcy, the debt must be one which was in existence on the date the petition in bankruptcy was filed and that since Lockwood & Company had until the last day of September, or more than thirty days after the petition in bankruptcy was filed, in which to fulfill their contract, the market might either go up or down and it might occur that on the date of maturity of the contract the market price would be such that nothing would be owing. In other words, he contended that there certainly was no debt "due and owing" on the date the petition in bankruptcy was filed, and that no person on that date could have told whether or not at maturity anything would be owing; that the claim was entirely contingent and not a provable claim in bankruptcy.

It was the contention of Grier & Company that they had been instructed by the receiver to protect themselves, but the court held that the receiver had no authority so to instruct them and that Grier & Co. had no right to act on his instruction.

The second and main contention of Grier & Co. was that when the Lockwood Company was forced into bankruptcy that act constituted a breach of this executory contract, and Grier & Co. were entitled to treat the contract as broken by that act. Grier & Co. contended that the bankruptcy in fact amounted to a repudiation of the contract by the Lock-

wood Company and that they were entitled to institute proceedings as of that date to recover the damages, if any, which they would suffer by the contract being breached on that date. They claimed that the damage they would suffer would be the difference between the contract price at which they had bought the oats of the Lockwood Company and the market price on the date of the breach of the contract.

The case was tried before H. H. Whitaker, Referee in Bankruptcy, and he rendered a decision in favor of the Trustee in Bankruptcy, holding that the claim was too contingent, was not in existence when the petition was filed, and consequently was not a provable claim in bankruptcy.

Grier & Co. filed a petition for review and the matter went up for hearing before Federal Judge Wade of the United States District Court for the Southern District of Iowa.

His opinion, which reversed the holding of the Referee, was handed down a few weeks ago and constituted a complete victory for Grier & Co. Judge Wade basing his decision upon the holding of the United States Supreme Court in the cases of *Central Trust Co. of Illinois vs. Chicago Auditorium Assn.*, and *Chicago Auditorium Assn. vs. Central Trust Co.*, decided Apr. 3, 1916, held

(1) That the claim for damages for breach of the (executory) contract was a provable debt against the bankrupt estate.

(2) That the contract was breached by the bankruptcy proceedings whether voluntary or involuntary.

(3) Grier & Co. were entitled to have their claim established on the basis of the difference between the contract price at which they had bought the oats from the Lockwood Company and the market price on the date of the filing of the petition in bankruptcy.

The case is particularly important to the grain trade because had the contention of the Trustee in Bankruptcy been sustained, it would have amounted to a holding of the court that in bankruptcy cases no claim could be successfully asserted by grain men on contracts for purchases which had not matured.

With the thousands of such contracts which are constantly made and in force in the grain trade, such a holding would have established a precedent fraught with great danger and one which would have worked gross injustice and caused large losses to be suffered by the grain trade.

It's not so much what you think of your advertising as what the man who reads it will think. In advertising it's not so much the taste of the man producing the matter as it is the tastes of the classes of men whom the advertising is designed to reach.—*White's Sayings*.

THE CONSUMPTION OF OATS thruout the East appears to be below normal for the season, and distributors report only small orders booked ahead. It would seem that the present level represented fair values for the balance of the crop year, providing the movement from first hands should not become unwieldy. Crop reports to date are satisfactory barring the Southwest, but a change from existing conditions thruout the central oats belt can easily occur to quickly alter opinions as to future values. At present there are no indications other than that the market will move within a narrow range, with no probability of a material advance, tho it should respond moderately to a renewal of export business, or from increased demands from consuming interests.—L. W. Forbell & Co.

Static Electricity Cause of Dust Explosions.

For prevention of dust explosions and fires in grain separators the U. S. Dep't of Agriculture, in view of the great damage which has been caused by dust explosions and fires in recent years, advises manufacturers, threshing-machine owners and operators to give careful attention to equipping their machines, and recommends that one or more of three measures be adopted to prevent loss from this cause. These are:

The installation of an efficient grounding system for the removal of static electricity from the machines; the installation of a suction fan to remove smut and dust and to prevent the formation of an explosive mixture of dust and air while the threshing is being carried on; and the installation of a device to act as an automatic fire extinguisher which in the event of fire will not only save the machine, but prevent the flames from spreading to the surrounding grain.

Static electricity is the cause of the great majority of explosions. The electricity may be produced in a number of ways by the operation of the machine during the threshing process, and under certain conditions will readily ignite the dust-laden atmosphere within the thresher. It is conceded that the dust must be fine and dry and in a state of suspension before ignition takes place, but the exact conditions under which fire may start have not yet been determined, which is a strong argument for equipping all threshers with preventive devices.

Opposed to Taking Moisture Test.

[By Jas. Robinson, Potter, Kan.]

Eliminate the moisture test entirely; cut out the useless graft; let the buyers and sellers of corn at markets where the moisture tests are taken, rely upon their knowledge of their business without mechanical aid, just as the country shipper is obliged to do.

Let them do as they have always done; buy on the real merits of the corn as it stands before them.

What difference does it make to the producer of beef and pork whether the corn he feeds has a moisture test of 15.5, 15.6 or 16%. Scientific feeders have determined that corn with ample moisture produces fat more readily than corn with less moisture requiring the impoverishment of the gastric juices to aid in digesting the drier corn consumed.

We must not assume that we are selling more water when we are selling corn with 16% moisture than if it contained but 15.5%. We may be selling more oil or we may be selling more of the substance that has made Kentucky famous and Kansas lonesome, both of which command a higher price and are prime factors entering into the components of corn.

Let us get together, Mr. Country Dealer, and remove the graft that costs us \$250 on every thousand cars of corn that we ship to market.

The logical conclusion we must arrive at is: that the certificate showing the moisture test acts as a scarecrow on the sale of our corn and a leverage by which its value is lowered. Who ever heard of a car of corn bringing more money than it otherwise would have brought because of a moisture test certificate accompanying it?

The GRAIN DEALERS JOURNAL.

Disability Insurance for Employees of Elevators and Mills.

J. C. Adderly, before the Operative Millers Ass'n at St. Louis, recently said: Records show that during the past four years 3,981 mill and elevator employees have been killed and injured; 4,065,000 days of disability have resulted and a loss in wages to the employees or their families of more than \$10,000,000 has resulted. At the present time accidents are occurring to mill and elevator employees at the rate of more than six each day, and one man suffers accidental death upon an average of every four and one-half days. These figures include only the accidents that occur during the hours of the employment.

Reliable statistics show that a greater number of accidents occur outside of the hours of employment than occur within. Sickness and disease also cause as much disability and loss as all accidents combined. It is, therefore, apparent that the total loss as a result of disability to flour mill and elevator employees will be not less than four times the amount. Protection is undoubtedly necessary and the question is, where and how to get it at a reasonable cost.

Industrial insurance statistics covering a period of years since 1876, when this form of insurance was first written, to 1912, show that approximately \$2,000,000,000 in premiums has been collected by stock companies, while only \$600,000,000 has been paid out in losses. This has left \$1,400,000,000 to pay management expense and for profit of the stock companies writing the business. For each dollar of premium collected 70c has been retained by the company and only 30c returned to the policy-holder.

Insurance at too high a cost and with small returns will hardly answer the needs of the mill and elevator companies. The flour mill mutuals have furnished fire insurance protection to mill owners the past 40 to 50 years at a cost which has averaged less than 50% of the rates charged by stock companies.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

Write for Information
Regarding Short Term Grain Insurance

Lightning Can't Strike if

Illustrated Book on Lightning Free.
Explains kind of rods that protect.
W. C. SHINN, 147 N. 16th St. Lincoln, Neb.

Shinn Gets There First

GALVANIZED CORRUGATED

Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c.



The
SYKES
Company
Chicago, Ill.

Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

I HAVE ALWAYS enjoyed the Journal and would not want to be without it.—John Weeks, Grain, Seed, Flour, Coal and Feed, Whitesville, Ind.

"TITANIC" WHEAT, so called because a small quantity of the seed was brot to America by a survivor of the ill-fated Titanic, is being advertised in some sec-

tions of the United States as having high yielding power, according to the U. S. Dept. of Agriculture. Returns reaching as high as 7,000-fold is claimed for it. Five acres of it are said to be growing in the state of Washington, but the Agricultural Dept. has no further or more definite information concerning the variety.

\$1,250,000.00 Loss

chargeable principally to railroad hazard, machinery hazard, poor construction and carelessness, is the record of losses for 1915, paid by the Flour Mill and Grain Elevator Mutual Insurance Companies.

More than 90% of this loss could have been avoided. NOW is the time to clean up the premises, put your property in better operating condition and eliminate the known hazards.

Records of these losses and advice on Fire Prevention gladly furnished by

THE MUTUAL FIRE PREVENTION BUREAU

OXFORD, MICH.

Millers National Insurance Co.,
Chicago, Ill.

Western Millers Mutual Fire Insurance Co.,
Kansas City, Mo.

Ohio Millers Mutual Fire Insurance Co.,
Canton, Ohio.

Penna. Millers Mutual Fire Insurance Co.,
Wilkes-Barre, Pa.

Mill Owners Mutual Fire Insurance Co.,
Des Moines, Ia.

The Millers Mutual Fire Insurance Co.,
Harrisburg, Pa.

Texas Millers Mutual Fire Insurance Co.,
Ft. Worth, Texas.

Michigan Millers Mutual Fire Insurance Co.,
Lansing, Mich.

GOING TO BUILD?

Don't wait until your structure is completed, and then ask us to come in and make you a rate. Let us make you a rate before you begin work. Margins are small these days, and you must figure on a Cost of Operation as low as Efficiency will permit. Why not begin on your Fire Insurance? We can give you some pointers about Construction, too. Write us.

FITZGERALD &
McCOTTER

Western Managers

Omaha, Nebraska



INDIANAPOLIS, IND.

C. A. McCOTTER

Secretary

Indianapolis, Ind.

BETTER CONSTRUCTION—MORE CARE—FEWER FIRES

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$25,920,083.73 Cash surplus \$453,208.51

H. B. SPARKS, President

G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

ARE YOU GOING TO BUILD?

We can offer you some suggestions that will reduce the insurance cost. Write us for rates on the different kinds of construction.

Tri-State Mutual Grain Dealers Fire Insurance Company

Incorporated in
Minnesota

LUVERNE, MINN.
E. H. Moreland, Secretary

Licensed in
South Dakota

Your Firm Name

will be printed free in the 15,000 copies of the 1916 List of Users of the Universal Grain Code if you notify us promptly that you have a copy of the code.

A copy of the List of Users will be sent free to you and 14,999 other live grain firms who desire to reduce their telegraph tolls.

Printed on bond paper and bound in flexible leather. Price \$3.00.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

Chicago, Illinois

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.

If You Are Unfamiliar with GRAIN-DRYING EQUIPMENT

and haven't the time to investigate the various machines, you can adopt a safe attitude by specifying the "ELLIS" and then insisting on its use. We manufacture only the *best* that money can produce and we protect you with a written guarantee that is absolute.

THE ELLIS DRIER CO.

Postal Telegraph Building

GRAIN
DRIERS

CHICAGO, ILL.

OAT
PURIFIERS

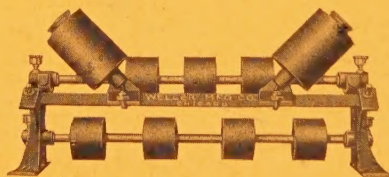
WELLER-MADE



Cold Rolled Screw Conveyor
The best made—wears longer—easiest repaired

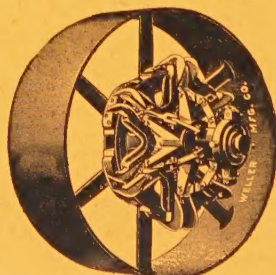


Bucket Elevators
For the smallest country elevator or for largest terminal houses.



Belt Conveyor Equipment
Everything for belts from 10 to 60 inches wide.

Everything
for the
Elevator
from
Pit to
Cupola



Friction Clutch Pulleys
We make more kinds and styles of Friction Clutches than any other concern.

General Catalog G-20

Weller Mfg. Co., Chicago



The Washburn-Crosby Company of Minneapolis has had installed in its elevator

The
DAY
Dust Collecting
System

When considering dust collectors or dust collecting systems, no matter how small or large, or how many or how few, write

THE DAY COMPANY

Minneapolis, Minn.